

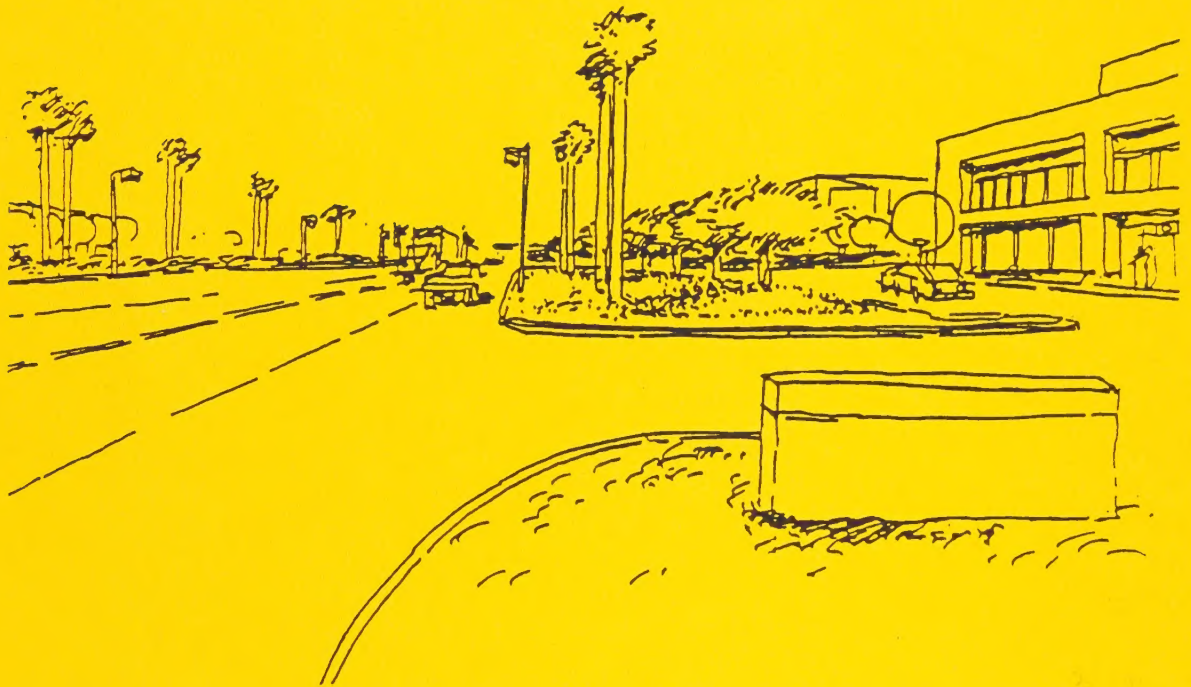
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LENWOOD SPECIFIC PLAN



CITY OF BARSTOW

August 1988



prepared by Cotton/Beland/Associates, Inc.

with Takata/Associates, Inc.
Parsons, Brinkerhoff

224
LENWOOD SPECIFIC PLAN:

RESOLUTION RE: Findings 2934-88

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CITY OF BARSTOW

August, 1988

Prepared by:

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#424

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EXECUTIVE SUMMARY

Introduction

This Specific Plan for the Lenwood Area will implement the City of Barstow General Plan for the subject area. It contains land use objectives and design guidelines for future development.

This Specific Plan will be used to evaluate development proposals for consistency with the Plan.

Content of the Plan

As defined by state law (Government Code Section 65451), the Specific Plan must include:

- ° Location and regulation of buildings and land uses;
- ° Location and standards for transportation facilities;
- ° Provision for conservation and for development of natural resources;
- ° Provisions for implementation of the Open Space Element of the General Plan;
- ° And other measures necessary to carry out the purpose of the General Plan.

The Lenwood Specific Plan describes an area consisting of approximately 2,280 acres of industrial, highway commercial and related uses.

The Plan includes an Environmental Assessment. This structure provides maximum environmental utility and minimizes the typical complex review process--both for initial plan adopting and future development review.

GENERAL PLAN POLICIES/ASSUMPTIONS APPLICABLE TO THE LENWOOD SPECIFIC PLAN AREA

The following General Plan policies have particular applicability within the Lenwood Specific Plan area. These policies serve as the basis for the Environmental Assessment and are excerpts from the Master Environmental Assessment (MEA):

Community Development Element

(Page CD-2)

2. Certain types of land uses should be permitted only under special conditions which ensure compatibility with adjacent land uses. Such uses include:
 - a. Commercial development that occurs in a linear pattern parallel to the adjacent roadway as opposed to clustered commercial development.
 - b. Commercial facilities, primarily catering to non-residents (eg. motels and hotels).
 - c. Scrap yards and junk yards. (not permitted).
 - d. Projects which involve extensive cut and fill.
 - e. Sand, gravel and other borrow operations. (not permitted).
3. Whenever possible, new commercial development should be concentrated in commercial centers.
4. Industrial uses should be grouped in centers and be physically separated from residential uses wherever possible.
5. Provision should be made for commercial/manufacturing uses in which a product is either manufactured or wholesaled at the same location where it is retailed.
6. Land development priorities should be directed toward those commercial uses which maximize revenues, minimize required services, and do not add to population growth pressures.

(Page CD-3)

13. Special areas and facilities should be established for off-road vehicles and motor bikes.
17. New housing should be prohibited from areas subject to flooding, seismic and blowsand hazards. Development should be limited from areas with steep terrain, unstable soils, seismic hazard, flooding, blowsand, noise and fire hazard.

18. The use of planned unit development needs to be encouraged. Modification of height and bulk intensity standards may be permitted subject to a finding that the overall building intensity of the community planning area (Lenwood) will remain the same. In addition, individual development plans must be in furtherance of specific plan objectives in that they provide needed facilities identified by those plans.

(Page CD-8)

- k. Specific Plans/Infrastructure Financing Plan: A key feature of the City's land use policy is the use of specific plans. Specific plans clarify development policy for given areas and can greatly facilitate development. Specific plans are to be used in two basic ways: 1) To encourage and speed the processing of large-scale private developments, and 2) to target certain areas of the City with particular planning needs. The use of the specific plan concept is an integral part of the land use policy and intended to help ensure that potential development is in keeping with General Plan goals and policies. Comprehensive specific plan guidelines for private developers are included as Appendix A of this Element.

Specific plans may be initiated and prepared either directly by the City of Barstow or by private development interests. City-prepared specific plans include the Lenwood Specific Plan and the West Main Specific Plan. An example of a private specific plan is the "Sun and Sky" development in the southwestern portion of the City. A minimum gross area of 40 acres is required for any specific plan. However, individual private development is expected to occur within a given specific plan area once the specific plan is approved. The City-initiated specific plans include aggregations of privately-owned parcels, many of which are considerably smaller than 40 acres.

The specific plan land use designation is used both as a distinct land use classification, particularly in areas where there is a mix of land use types, as well as an overlay designation. The latter use of specific plans is generally applied to residentially-designated areas, in which case the underlying residential classification sets the overall number of dwelling units per acre allowed within the specific plan area.

Page (CD-10)

- n. Transportation Corridor: A "transportation corridor" land use designation overlay has been applied to areas within 500 feet of major arterial highways and freeways within the planning area. These are Interstate 15, Interstate 40, State Highway 58, Lenwood Road, Main Street, and Barstow Road. Development within the transportation corridor areas must give special consideration to

access, aesthetics (i.e., how the development is viewed from the highway or freeway) and environmental factors, especially noise. Conditional Use Permits are required for all new development within the transportation corridor area unless the area was the subject of a specific plan, redevelopment plan, or other specific study which specifically addressed land use factors in relation to the adjacent transportation routes.

- o. **Open Space:** The Open Space land use designation refers to three categories of open space: 1) land that is to remain undeveloped due to severe development constraints, 2) reserved public open space in parks, and 3) areas that are in agricultural preserves. This category includes the Mojave River flood plain, City parks, and agricultural areas adjacent to the Mojave River. Residential development is permitted in certain areas designated for "open space" when the underlying zoning is DL (Desert Living). Maximum residential development density is one (1) dwelling unit per five (5) acres.

(Page CD-11)

- p. **Gateway:** The principal entrance/exit points from major highways are identified on the Land Use Policy Map. These "gateway" areas are subject to special entry treatments as defined in the policy section of the Community Development Element. In general, this is expected to take the form of a city identification monument-type sign with appropriate lighting.
- r. **Transferable Development Density or Intensity:** Transferable development density or intensity is the reallocation or redistribution of density or land use intensity as shown on the General Plan. Increases in density or intensity in any area must be counterbalanced by corresponding reductions in density or intensity in the same general area. Transferable densities or intensities may only occur:
 - (1) When the property is under the same ownership, or where more than one ownership is involved, both parties have agreed to the resultant transfer or exchange of density/intensity.
 - (2) There is no change or increase in sewage discharge, water consumption or traffic, without offsetting mitigation measures. This policy is particularly applicable to the Lenwood Specific Plan area.

Approval of density transfers will be in the form of a Specific Plan, Planned Unit Development, or Mixed Use/Conditional Use Permit with provisions for guaranteed construction of infrastructure, and phasing is proportionally developed to meet overall intensity standards.

TABLE CD-1
TABLE OF LAND USE POLICY DESIGNATIONS

Category	Acres
Specific Plan	1,520
Specific Plan/Circulation Study	460
Recreational Opportunities	130
Recreational Opportunities/Specific Plan	550
Historic Resource	0
Transportation Corridors:	
I-15	910
I-40	80
Main Street	720
Barstow Road	270
Lenwood Road	280

(Page CD-14)

D. Community Design

The Community Design Guidelines described in this section present the features and land use activities which comprise the City of Barstow's visual image. It is the presence, or the lack of these visual elements, which influences the City structure and characterizes how Barstow is perceived.

1. Issue Assessment

- a. Lack of design development of major circulation corridors.
- b. Need to protect and preserve major natural landforms and open space.
- c. Need for design treatment of the Civic Center including entry on Barstow Road and overall design theme.
- d. Need to identify and develop gateways to the City.
- e. Need for design treatment of the Central Business District including improvements of vehicular and pedestrian circulation, landscaping, and building facades.

2. General Plan Design Guidelines

Goal: The City shall provide design and aesthetic treatments and establish policy for development parcels on selected image corridors, gateways, and landmarks.

a. Image Corridors

Primary Image Corridors: The primary image corridor is defined as a zone that can have major influences on how one perceives the structure and character of a City. The following are the primary image corridors:

- 1) Interstate 15 through Lenwood Area. This segment of Interstate 15 is a major visual corridor as you enter and leave the City of Barstow. The corridor is over three miles in length and is mostly undeveloped. Landscape buffering along the interstate shall complement existing and future development. Buffering shall include views into open parking lots, service and storage areas and buildings. Views beyond to distant mountain ranges and valleys shall be maintained. Signage shall be addressed in a separate sign plan and implemented through the City Sign Ordinance.

(Page CD-16)

Primary Gateway: The primary gateway is defined as a major City entrance point and demarcates a boundary for the City.

- 1) Lenwood Gateway. The main westerly gateway to the City of Barstow is located before the exit of Lenwood Road. The gateway is a landmark sign on a natural stone base welcoming visitors and citizens to the City.

(Page CD-17)

Objective 1.0 - Actively pursue measures which upgrade existing commercial and industrial areas.

Policy 1.2 - Upgrading of existing commercial and industrial areas can be partially achieved through landscaping and other treatment to present a more aesthetically pleasing appearance, thereby reducing the "asphalt and concrete" natures of the establishments in these locales.

Implementation

- Measure 1.1 - In connection with current development policies, continue development of current circulation studies, capital improvement programming and implementation, and landscape/ streetscape improvement plans and actions.

(Page CD-21)

Objective 7.0 - Actively encourage new industrial development.

- Policy 7.1 - The City shall periodically review land use to determine the amount of industrial land needed for the Barstow area.
- Policy 7.2 - The City should encourage industries which have demonstrated their ability to meet local, state, and federal pollution control standards and prohibit those that do not.
- Policy 7.3 - When possible, industrial uses should be grouped into large centers rather than dispersed throughout the planning area. These centers should have a landscaped, urban park quality.
- Policy 7.4 - To assure a stable economic base and a variety of job opportunities, industrial centers shall be encouraged by the City to provide a diverse number and size of facilities ranging from small enterprises to large corporations.
- Policy 7.5 - Wherever possible, industrial land uses shall be confined to areas where they will be physically separated from residential areas by buffer zones, major thoroughfares, or natural or man-made barriers. Industrial areas that are located adjacent to residential areas shall be adequately screened by physical and/or visual barriers.
- Policy 7.6 - The City shall assist in the development of a marketing program in conjunction with the business community to attract new industry.
- Policy 7.7 - Basic infrastructure to serve new industry should be planned and built by private development interests and, when possible, coordinated with and supplemented by an established C.I.P.
- Policy 7.8 - New development shall provide innovative approaches and mechanisms to defray public service costs and pay its own way.

Implementation

Measure 7.1 - The City shall regularly review existing land use controls for industrial development with a view toward upgrading existing standards and criteria.

(Page CD-22)

Implementation

Measure 7.2 - Traffic circulation, including truck loading and unloading, to and from a development shall be regulated by the City based on the interest of public safety.

(Page CD-23)

Objective 10.0 - Certain areas in Barstow should receive priority for "clean up" and/or maintenance incentives.

Policy 10.1 - "Clean up" and maintenance on an ongoing basis is strongly encouraged.

Implementation

Measure 10.1 - The following areas shall receive priority in terms of upgrading the community:

- Arterial highways (Lenwood Road)

- All major entryways into Barstow (Lenwood Road entry/exit)

1.0 INTRODUCTION AND BACKGROUND

1.1 Purpose of the Specific Plan

The purpose of the Lenwood Specific Plan is to assure efficient, orderly, and attractive development in accord with the objectives, standards, and guidelines contained herein.

The Specific Plan is consistent with California State requirements for such plans as stated in Government Code Section 65451. The law requires that a specific plan contain a detailed program for the systematic and comprehensive implementation of the General Plan for the subject area.

This Specific Plan is organized in five basic sections as follows:

Section 1.0--Introduction and Background which describes the project location within the City of Barstow, and the relationship to the City's planning process.

Section 2.0--Development Plan stating the goal, objectives, and policies; land uses and basic structure of the Specific Plan;

Section 3.0--Development Standards and Design Criteria defining physical requirements for development within the Specific Plan area and stating proposed legal restrictions.

Section 4.0--Specific Plan Administration which describes the regulatory procedures and means of implementing the Plan, and

Section 5.0--Environmental Assessment which provides environmental documentation for the subject plan.

Use of the Specific Plan is expected to yield several benefits to the property owners, tenants, developers, and the City of Barstow. Such benefits include:

- ° Security that Lenwood will be developed according to quality design standards;
- ° Assurance that all City departments and utility companies have approved the Plan so that a proposal in conformance can be expedited;
- ° Uniformity and equity in development costs for off-site improvements;
- ° Reduction of EIR processing with resultant saving in time and money; and
- ° Improved market competitiveness of the Plan Area.

1.2 Project Description and Location

The project consists of a Specific Plan for the development of primarily planned industrial and commercial uses. A Regional Location Map is included as Figure 1 and a Specific Plan Area Location Map as Figure 2.

1.3 Relationship to Other Plans

The Specific Plan is the result of a complex series of circumstances. As the only large, undeveloped area of land not previously subject to detailed planning analysis, the site had been identified as a potentially significant development opportunity in the Land Use Element review conducted in 1976.

1.4 Legislative Context

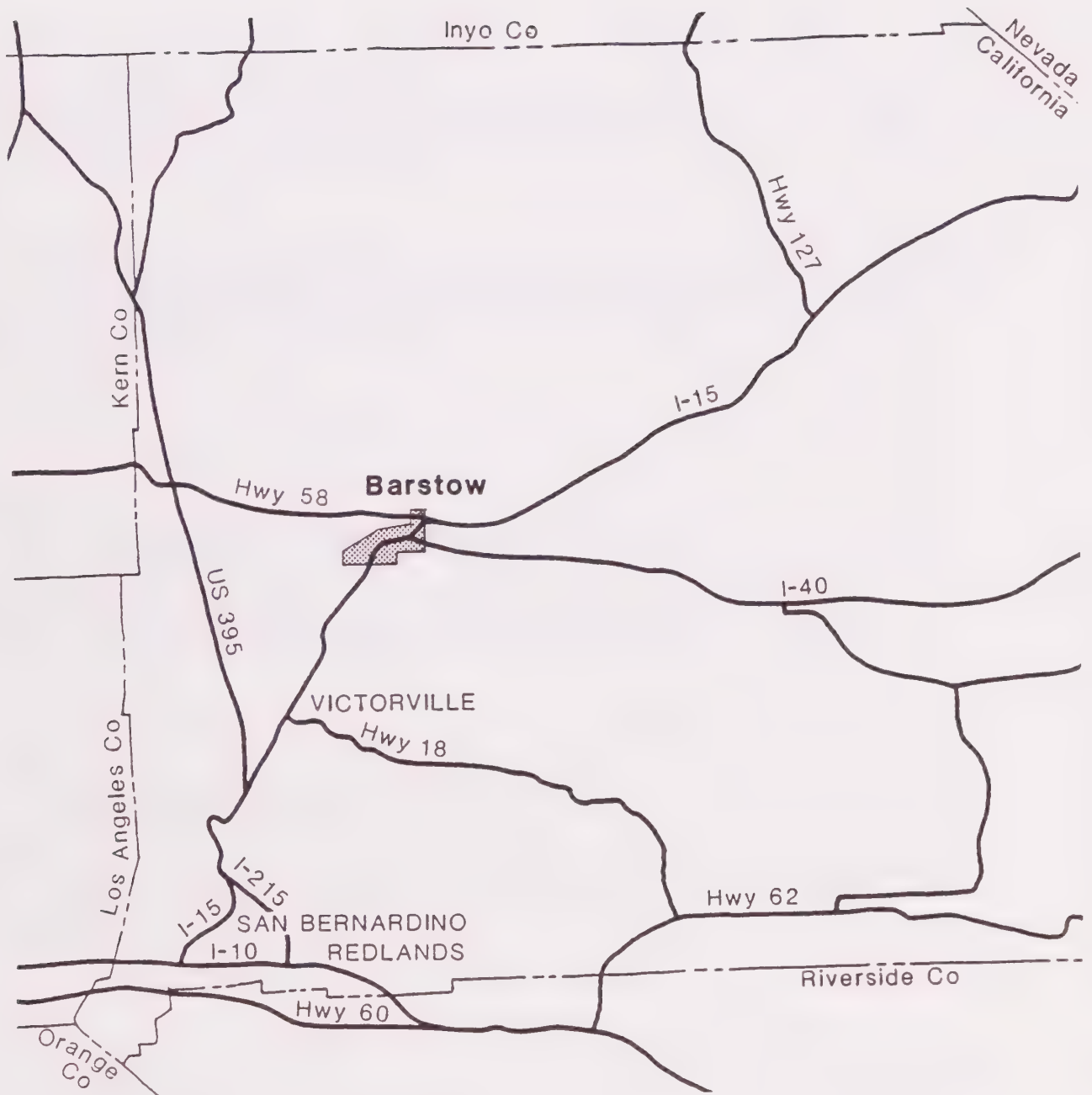
Adoption of a Specific Plan allows a City Council or Planning Commission to exercise broad regulatory powers in the public interest. As with general plans, the Planning Commission must hold a public hearing before they can recommend the adoption of a specific plan. The City Council may then adopt the Specific Plan by ordinance or resolution. The latter form is common where no existing zoning ordinance or other code is amended.

1.5 Environmental Factors

An assessment of environmental factors relevant to the Lenwood Specific Plan is contained in the 1987 Barstow General Plan Update - Master Environmental Assessment. In addition, this Specific Plan includes guidelines and recommendations which address various environmental factors including drainage, open space, infrastructure, transportation, and land use compatibility. Illustrations summarizing various environmental opportunities and constraints affecting development within the Specific Plan area are presented on Figure 3.

1.6 Existing Land Uses and Circulation (9/19/88)

Existing land uses in the Lenwood interchange area consist of the Yellow Freight Terminal, Cool Power Fuel Stop and Restaurant, National Truck Repair, Shell Service Station, Chevron Service Station, Harvey House Restaurant, and Del Taco. All of these uses clearly depend upon capturing highway traffic for their business. They fall into two categories: 1) uses serving or served primarily by truck transportation (eg., warehouse/distribution facilities such as Yellow Freight and truck stop such as Cool Power); and 2) uses serving automobile/recreation vehicle uses including fast-food restaurants and service stations. These categories are not entirely mutually exclusive, there being some cross-over of use, especially for fast-food restaurants and truck stops.



SOURCE: Cotton/Beland/Associates, Inc.

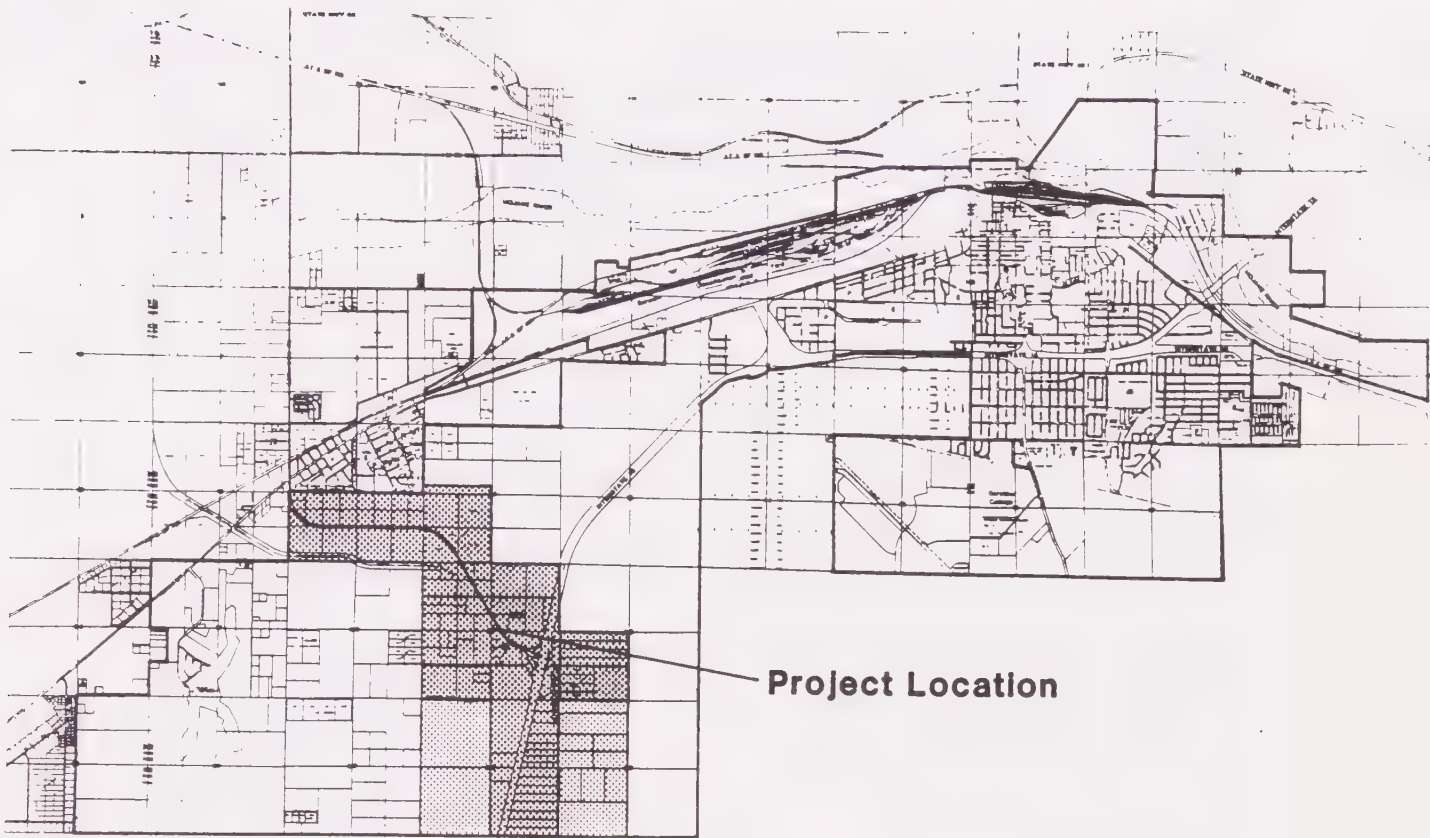


North

0 20
scale in miles

Barstow/Lenwood Specific Plan

Figure 1
Regional Location



SOURCE: Cotton/Beland/Associates, Inc.



 North
 
 scale in feet

Barstow/Lenwood Specific Plan

Figure 2
Specific Plan Location Map

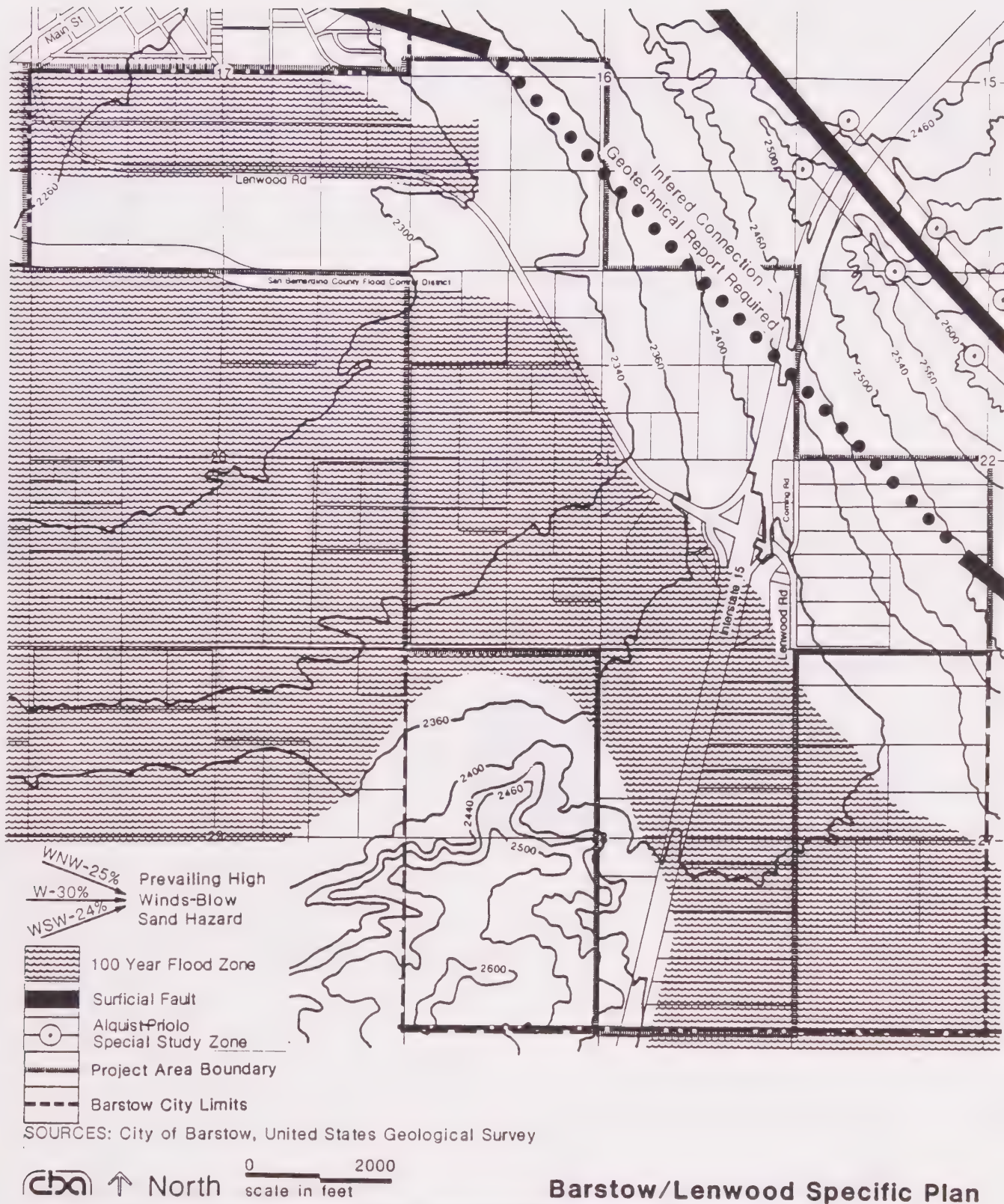


Figure 3
Environmental Constraints

Circulation in the area is limited. The Lenwood Road interchange consists of on and off ramps for both northbound and southbound traffic. The bridge across Interstate 15 has two traffic lanes.

Lenwood Road is a masterplanned arterial highway with a 100-foot right-of-way (84 feet, curb-to-curb). This allows for a potential peak hour carrying capacity of approximately 2,400 vehicles per hour on the highway. However, the bridge, being only two lanes, limits the actual peak hour capacity through the intersection to 1,200 vehicles per hour.

There is currently no improved local access in the area. Proposed streets are shown in the circulation component of this Specific Plan. Street networks presented in the plan are the minimum necessary to afford access to all properties shown within the Specific Plan. There will be no parking on any of the streets in the project area. Construction of street improvements will be in accordance with approved phasing plans, or pursuant to deferred improvement agreements approved by the City Engineer.

1.7 Opportunities and Constraints

1.7.1 Opportunities

The major development and conservation opportunities within the Lenwood Specific Plan area include:

(a) Visibility

The Lenwood Interchange area and future commercial node are visible to northbound traffic on Interstate 15 for a distance of approximately 3 miles to the south (Sidewinder exit). It is the southwesterly gateway to the City of Barstow.

(b) Confluence of Highways

Lenwood Road, which currently connects State Route 58 with Interstate 15, is a major on/off ramp from Interstate 15. Interstate 15 also connects with Interstate 40 approximately four miles easterly of the project area. Future extensions/connections of Highway 58 with Interstate 15 will be just north of the project area.

(c) Existing transportation related uses

(d) Proximity of publicly-owned lands (BLM) used for off-highway vehicle use.

(e) Availability of water and sewer.

1.7.2 Constraints

Constraints to development within the project area include:

- (a) flood plain areas
- (b) areas requiring seismic study (Alquist-Priolo Special Studies Zone)
- (c) Lack of existing access to many properties within the planning area

Opportunities and constraints form the basis for and the outcome of the Specific Plan.

1.8 Existing Physical Conditions

1.8.1 Topography

The topography of the Lenwood area is comprised of a gently sloping alluvial plain surrounded by steep hillsides. Drainage from surrounding higher ground traverses the area, with the result that most of the planning area is within a federally designated 100-year flood plain (i.e., Federal Emergency Management Area, defined for Barstow in 1980). Development of property within the Specific Plan, particularly west of Interstate 15, will require flood control improvements including possible channelization of drainage paths and detention basins. Local access to portions of the planning area is likely to require bridging of drainage areas and construction of culverts and other flood control measures.

Soils are a combination of clayey sands and sand/gravel alluvium. In some areas there are concentrations of caliche, calcium carbonate which cements gravels and sand into a concrete-like mass.

Soils reports will be required for all potential future development within the Specific Plan area.

The Lenwood Fault zone bisects a portion of the project area just northerly of the property owned by Yellow Freight. This area is currently under study by the State of California Department of Mines and Geology. It is very likely that this area will be included as part of an Alquist-Priolo Special Study Zone.

Certain responsibilities and functions are required of cities by the Alquist-Priolo Special Studies Zones Act. A summary of those requirements is provided as follows:

Cities:

1. Must adopt zoning laws, ordinances, rules and regulations; primary responsibility for implementing Act (Sec. 2621.5).

2. Regulates specified "projects" within Special Studies Zones (Sec. 2623).
 - a. Determines need for geologic reports prior to project development;
 - b. Approves geologic reports prior to issuing development permits.
 - c. May initiate waiver procedures.
3. May charge reasonable fees for administrative costs (Sec. 2625).

In addition, specific criteria adopted by the State Mining and Geology to guide cities in implementing the Act are provided. These criteria are summarized as follows:

1. No structure for human occupancy are permitted on the trace of an active fault. (Unless proven otherwise, the area within 50 feet of an active fault is presumed to be underlain by an active fault).
2. Requires geologic reports directed at the problem of potential surfacing faulting for all projects defined by the Act (Section 2621.6).
3. Requires that geologic reports be submitted to the State Geologist for open-file.
4. Requires cities and counties to review geologic reports for adequacy.
5. Permits cities and counties to establish standards more restrictive than the policies and criteria.
6. Defines (a) "project", (b) structure for human occupancy, (c) new real estate development, (d) story, (e) conversion of a structure from one use to another.
7. Indicates that state and regional agencies having approval authority for projects should comply with the Act and the Policies and Criteria.

1.8.2 Plants and Animals

Vegetation and other biota in the project area is limited, having been heavily disturbed by past human activity. Sage and creosote are the predominant ground cover. Small species of Yucca can be found in the southern end of the Specific Plan area. Animal life identified in the Master Environmental Assessment can be found within the Specific Plan area. There are no concentrated populations of wildlife within the planning area.

1.8.3 Utilities

The following utilities serve the Specific Plan area:

- Southern California Edison Company;
- Southwest Gas Company;
- Continental Telephone; and
- Southern California Water Company.

A plan of existing major infrastructure improvements is provided in Section 2.4, Utilities.

2.0 DEVELOPMENT PLAN

The Lenwood Specific Plan employs the same structure and content as a general plan, only in more "specific" detail. Accordingly, it is appropriate to state the following:

Goal: A comprehensive plan and policies to encourage and facilitate quality commercial and industrial development in the subject area.

Objectives:

- Establishment of site design standards to assure quality development.
- Recognition of environmental factors as development constraints.
- Efficient and orderly development phasing to minimize infrastructure costs.

The City of Barstow has placed a high priority upon economic development as a means of stimulating local job opportunities, a healthier tax base, and a stronger and broader range of industries within the community.

This Specific Plan, initiated by the City Council, will require a continued City commitment toward a joint partnership effort with the various land owners and developers to implement the Plan. An Action Program necessary to achieve the goal and objectives is further defined in Section 4.0 of this Plan.

2.1 Land Uses

Lenwood will accommodate a variety of industrial and industrial support uses in a planned development complex. In addition, the Plan area also includes highway oriented commercial uses, ancillary residential uses and open space.

Consistent with plan objectives, the arrangement of these uses and the relationship to natural and man-made environmental features are intended to produce development of high quality.

The Land Use Plan (Figure 4) describes this pattern of land uses. A tabulation of approximate development acreage is shown in Table 1.

TABLE 1
LAND USE DISTRIBUTION SUMMARY

<u>Use</u>	<u>Gross Acres*</u>
Light Industrial	320
Transportation Related Light Industrial	800
Transportation Related Commercial	440
Commercial/Recreational/Transitional Area	320
Recreational Opportunity/ Desert Living/Transitional Area	<u>400</u>
Total	2,240

*Includes flood control areas, freeway and streets.

These land use categories are generally described as follows:

- | | |
|---------------------------------------|---|
| Light Industrial: | - Light manufacturing, distribution and warehousing, and product assembly. |
| Transportation
Related Industrial: | - All uses allowed under Light Industrial (M-1 Zone) commercial uses oriented toward freeway travelers, including retail uses, restaurants, and truck stops, shall be permitted subject to the issuance of a Conditional Use Permit |

Transportation
Related Commercial:

- Commercial uses oriented toward freeway travelers, including wholesale-to-public outlets, retail uses, and restaurants; uses oriented to commercial truck traffic are discouraged. Any light industrial uses shall be subject to a Conditional Use Permit.

Transitional Areas:

A Conditional Use Permit will be required for any development within the transitional area. The purpose of the Conditional Use Permit is to ensure compatibility with the adjacent off-highway vehicle area and other uses in the area and to ensure that the property has adequate provisions for water, sewer, electricity, gas, telephone and storm drainage.

Development of any of the transitional properties for commercial or industrial development will require connection to a public sewer system to be financed and constructed by property owners within the transitional area. These properties may not obtain sewer connections through Public Improvement District 83-1.

All commercial/industrial development in the transitional area will be subject to the development standards contained in Section 3.0 of the Lenwood Specific Plan.

Development of properties for residential use will be subject to the Desert Living zone of the Barstow Municipal Code (Section 19.08).

Commercial/
Recreation:

- Must demonstrate compatibility with adjacent off-highway vehicle areas.

Desert Living:

- Must demonstrate compatibility with adjacent residential uses.

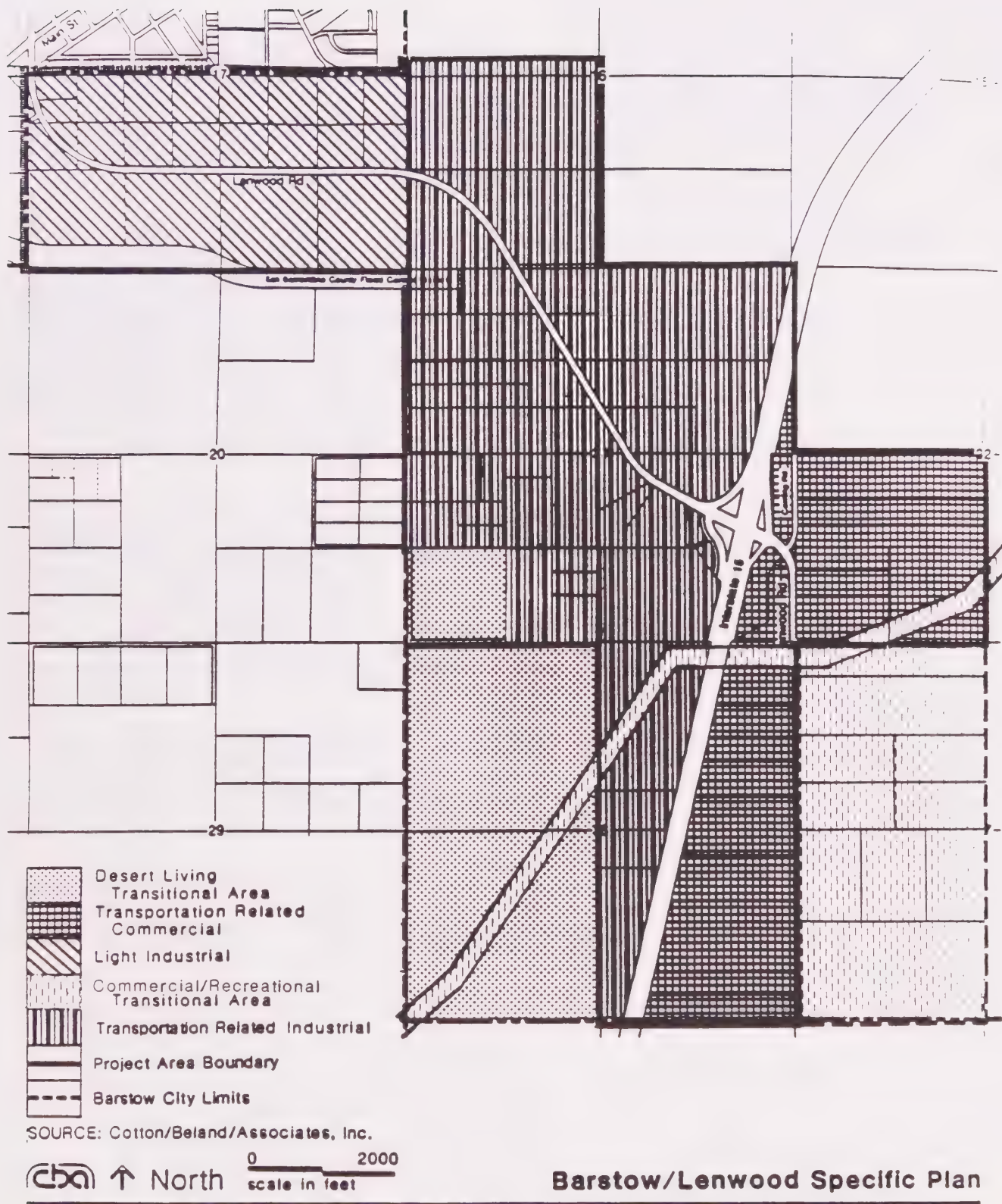


Figure 4
Land Use Plan

2.2 Circulation

2.2.1 Street Standards and Policies

The Circulation Plan for the Lenwood Specific Plan area is illustrated on Figure 5. The Circulation Plan shows the location of arterial highways and collectors. Arterials have a 100-foot right-of-way and collectors have a 75-foot right-of-way. The only arterial highway currently designated within the Specific Plan area is Lenwood Road. Collector highways include Commerce Parkway.

All streets located within the Lenwood planning area are subject to Title 12 of the Barstow Municipal Code, except as specified in this Specific Plan.

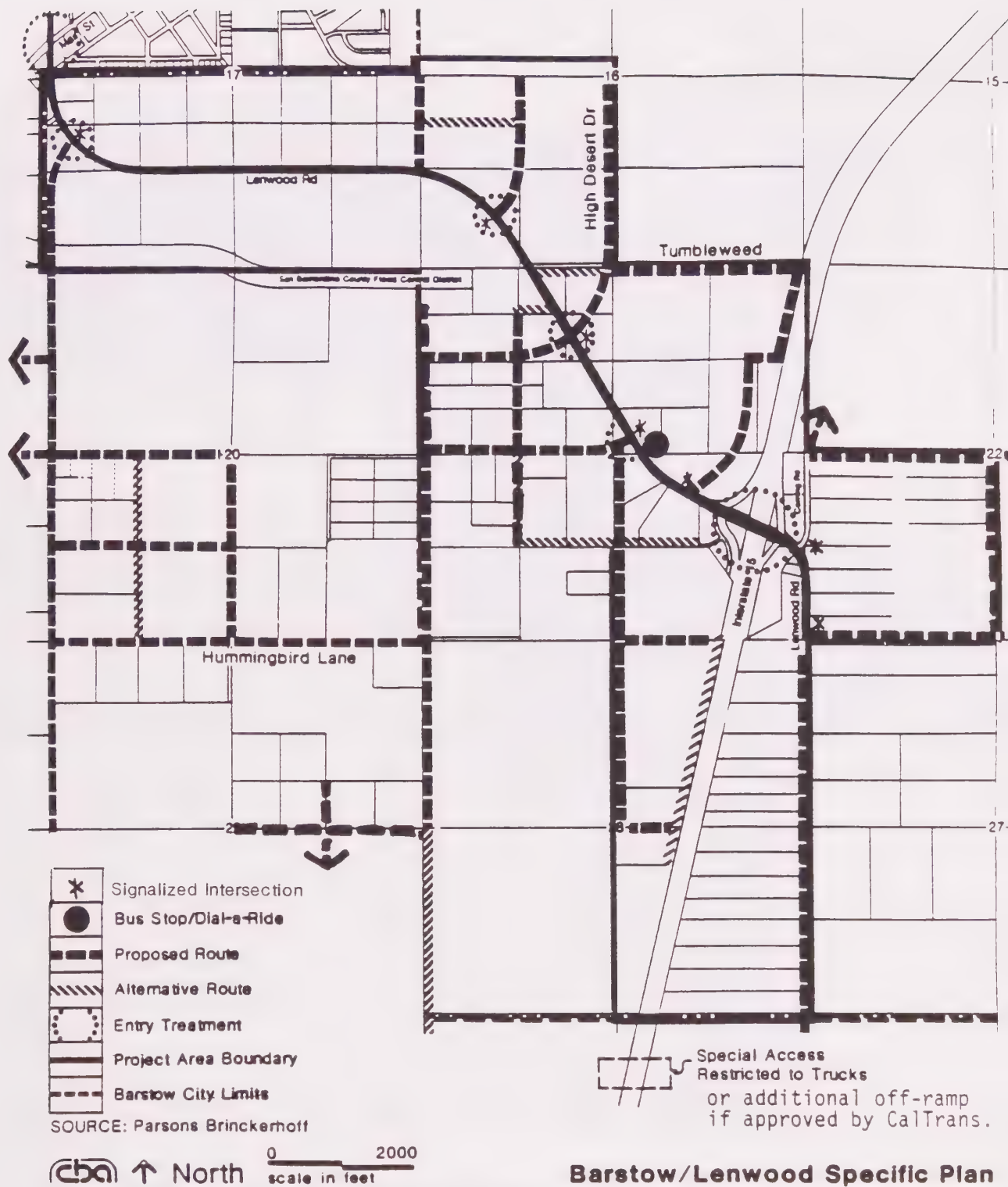
General circulation system policies are as follows:

- Street names within the Lenwood Specific Plan area should reflect the geographic and cultural factors specific to the high desert (eg., Shoshone Drive, Mitchell Range Road, etc.) or specific names related to commercial and industrial use (eg., Commerce Parkway). All street names will be defined by the Barstow Planning Commission or City Manager/designee in connection with discretionary approvals in the Specific Plan area.
- Medians shall be located only at intersections with Lenwood Road and shall be 16 feet wide with a minimum length of 275 feet. The diagram illustrating this is Figure 6.
- Signals shall be provided wherever collector streets intersect Lenwood Road; however, signals shall be spaced at least 1,000 feet apart.
- Truck traffic shall be discouraged from the east side of Interstate 15.

Policies and standards pertaining to the various classifications of streets within the Specific Plan area are as follows:

Arterials (Lenwood Road):

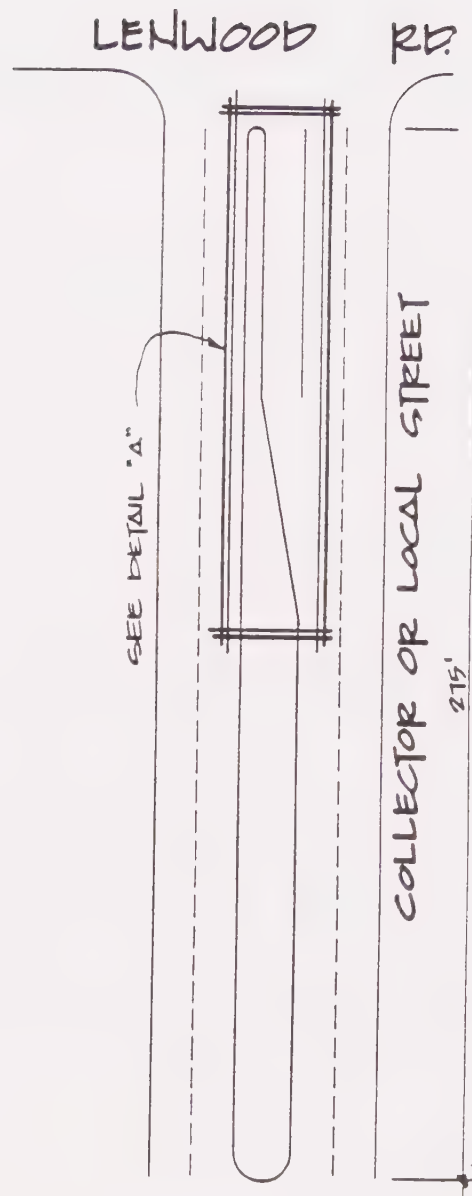
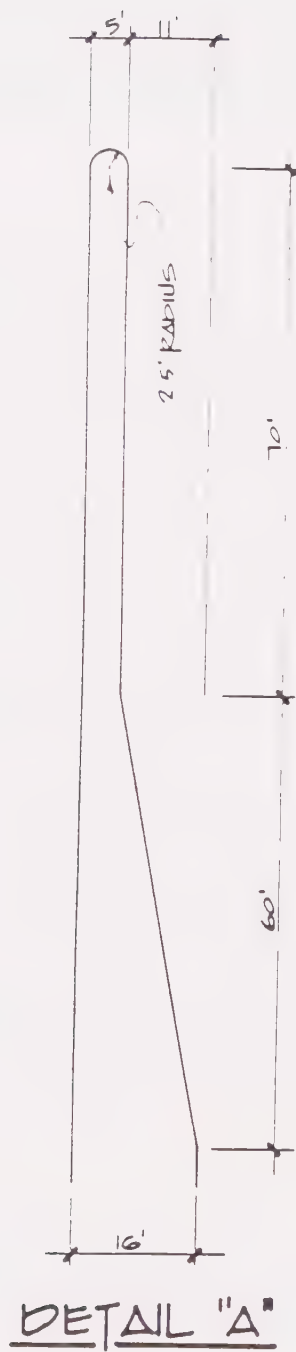
- Access shall be limited to no more than one curb cut every 300 feet or one curb cut per parcel for those parcels with less than a 300 foot frontage.
- Combined (reciprocal) access to arterials between adjacent properties shall be required to reduce the number of curb cuts.
- Priority shall always be given to access from local and collector streets for those parcels fronting on Lenwood Road.



→ Potential Connections Outside of Specific Plan Boundary

Future rights-of-way are intended to be shared along property lines. This figure is not intended to establish specific horizontal or vertical alignments.

Figure 5
Circulation Plan



SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Figure 6
Median Landscape Concept

- Five (5) foot wide meandering sidewalks shall be installed along both sides of Lenwood Road. (Revised/See page A-39 for Administrative Addendum).
- A Dial-a-Ride stop shall be located on Lenwood Road near the northeast corner of the intersection of Lenwood Road and Interstate 15.

Collectors:

- A collector shall have curbs and gutters.
- Streetlights will be required at street intersections only.
- Sidewalks are not required on collector streets.

2.2.2 Related General Plan Circulation Policies

Circulation policies from the General Plan that are germane to the Planning Area:

Page INTR-19

2. Maintain consistency between the City General Plan Circulation Element and proposed land uses.
3. Provide necessary arterial and collector streets to ease heavy traffic, particularly to alleviate congestion on Main Street.
5. Analyze future developments to assume that vehicular traffic volumes will not exceed street designs or cause excessive traffic conflicts or congestion.
8. Actively encourage completion of the rerouting of Route 58.
10. Require necessary dedications and street improvements adjacent to private projects.

Page INTR-23

8. The costs of master infrastructure installation should be defrayed through appropriate planned investment fees or other methods of implementation, e.g., impact fees, Mello-Roos community facilities districts, assessment districts, reimbursement policies, etc.
9. Each development shall provide appropriate dedications, improvements and fees so as to not burden the existing tax base of the City of Barstow or its approved Capital Improvements Program, including timing and implementation.

2.2.3 Related Transportation Systems

State Highway Route 58 will ultimately be extended to interconnect with Interstate 15. The connection will probably be just north of the Lenwood Specific Plan area. No local access at the Route 58 intersection with Interstate 15 will be allowed by the State. As a result, there will be additional demands placed on the Lenwood Road interchange.

2.2.4 Phasing of Street Improvements

If a project is to be phased, a phasing plan must be submitted to and approved by the Planning Commission, showing each phase and general time frames for development. Such project shall be designed so that utility extensions, street construction, off-site improvements and site improvements can be carried out in a reasonable manner as determined by the city engineer. In addition, temporary improvements to facilitate public safety, convenience and maintenance may be required by the city engineer.

2.2.5 Financing of Interior Streets Within the Planning Area.

Construction of streets within the Planning Area will be the responsibility of the property owner or developer at the time of application for building permits. Alternatively, benefit assessment districts may be formed by mutually agreeing property owners to construct streets which benefit said property owners.

2.3 Landscaping/Design Criteria

Implementation of the Lenwood Specific Plan will be strongly affected by the landscaping and design of the development sites.

The basic objective of the Plan in this regard is to create a strong sense of project identity throughout the Specific Plan area by means of a "theme" landscaping concept. This approach will involve an overall landscape character which is informal but unified (see Figure 7).

Characteristics of this concept include:

- ° Use of undulating berms, and ground covers;
- ° Random tree plantings consisting of similar species (a plant matrix **is included/Figure 7**);
- ° A "hierarchy" of streetscape treatment which emphasizes the thruway streets and entry points to the project.

Key entrances to the Lenwood area are identified to create landmarks within the landscape theme or orient users.

The selection of plant materials should be made with water conservation and low maintenance characteristics as major considerations (see attached landscape matrix). Equivalent plant materials may be substituted upon approval by the City Manager or designee.

Location	Setback	Ground Covers	Shrubs	Trees
Adjacent to Lenwood Road	Average 20 feet per parcel	Turf (sod) Gazania (8"o.c.) Ceanothus (8"o.c.)		Washington Robusta (Mexican Fan Palm) * Washington Fillifera (California Fan Palm) *
Adjacent to Interstate 15	Average 20 feet per parcel	Turf (sod) Gazania (8"o.c.) Ceanothus (8"o.c.)		Athel Arizona Cypress Mondell/Aleppo Pine
Adjacent to All Other Streets	Average 10 feet per parcel	Turf Gazania Ceanothus Iceplant		Refer to City of Barstow Landscape Manual
Intersection Medians (Locations shown on Circulation Exhibit)	16 foot width median (5' width at left turn lane)			
Parking Areas	5% of Parking area	Turf Gazania Iceplant African Daisy	Oleander Photinia Pyracantha	Albizia Melia azaderach (Texas Umbrella Tree)

* NOTE: Every third Palm tree along Lenwood Road shall have an 8' brown trunk (minimum). All others shall have a 4' to 6' brown trunk (minimum).

SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Figure 7
Landscape Guidelines

2.4 Utilities

Provision for adequate utility service is a key aspect of the Specific Plan. Two principal factors, availability and cost, guided the preparation of this Section.

An extensive data gathering process was undertaken to identify all existing and currently proposed utility systems relative to the Lenwood study area. This data was then evaluated, and a determination made as to how best provide for future service system needed to implement the land use plan. The evaluation paid particular attention to the relationship between the Land Use Phasing Plan, (described in the following subsection), and the potential location of future utility lines. In most cases, it has not been possible to specify the sizes for specific utility line extensions. The actual sizes will be dependent on the intensity and type of development which occurs at the outset of the first phase. As specific project development proposals are identified it will be possible to calculate line sizes. This does not preclude making a determination as to where major utility service lines can most suitably be located as well as to the phasing sequence in which they will need to be constructed.

The remainder of this subsection is a discussion of each major utility. A description of the existing system is given first, followed by proposals for future line extension. Figure 9, Utilities Plan, presents in graphic form, the location of existing and proposed utility lines described as follows:

2.4.1 Water

The principal water purveyor in the Specific Plan Area is the Southern California Water Company. On September 27, 1987, the Barstow City Council adopted the West Barstow Development area for the purpose of constructing water lines in the project area. This project is currently (1988) being implemented.

2.4.2 Sewerage

The plan area is within the Lenwood service area (P.I.D. 81-2).

2.4.3 Electrical

Electrical power to those uses currently located within the plan area is provided by the Southern California Edison Company.

2.4.4 Natural Gas

Natural gas is provided to the plan area by the Southwest Gas Company. The gas company has stated that adequate supplies for future development are available, barring unforeseen conditions beyond their control. At the present time, there are no planned improvements with the plan area.

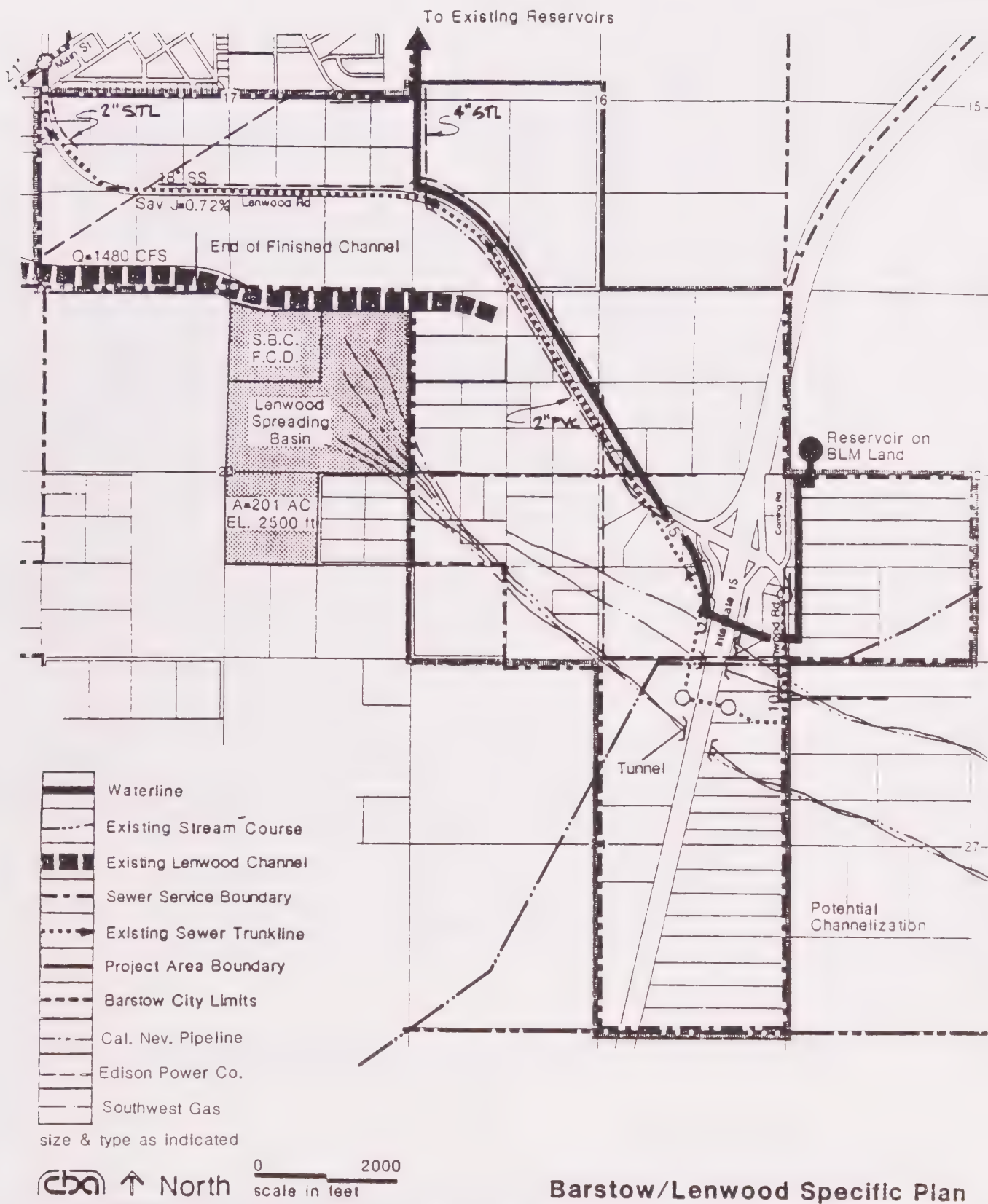


Figure 8
Utilities

2.5 Phasing

Phasing of development and construction of related infrastructure within the Lenwood Specific Plan area shall be based on the conclusions of project specific traffic studies, together with an analysis of needed infrastructure and associated impacts. The need for such studies, range of information required and determination of adequacy will be subject to review and recommendation by the City Manager or designee followed by approval of the Barstow Planning Commission.

Priority will be given to development of parcels adjacent to Lenwood Road.

2.6 Infrastructure Cost Estimates

2.6.1 Medians

Cost estimate for construction and landscape of medians are based on the following assumptions:

- ° median constructed in existing paved roadway
- ° six intersections designated for entry treatment medians (see Figure 5)
- ° excavation of pavement required (at \$1.10 per square foot)
- ° two medians per intersection; each median 275 feet in length by 16 feet in width
- ° includes turf, shrubs and irrigation system (trees not included)

TOTAL COST EQUALS: \$7.40 per square foot x 12 medians x 4400 square foot per median = \$390,000.

2.6.2 Signalization

Signalization cost estimates for the intersections of collector streets with Lenwood Road are based on the following assumptions:

- ° seven (7) collector streets intersecting Lenwood Road (see Figure 5)
- ° signalized left-turn lanes
- ° \$80,000 to \$100,000 per signal depending on street width

TOTAL COST EQUALS: 7 intersections x \$80,000 to \$100,000 = \$560,000 to \$700,000

2.6.3 Overpass Widening

Widening of the Lenwood Road/I-15 overpass assumes the following:

- ° existing four lane bridge 550 feet in length
- ° construction of two more lanes for a total of six lanes
- ° lane width of 12 feet
- ° \$70 per square foot construction cost

TOTAL COST EQUALS: (2 lanes x 12 feet/lane x 550 feet) x \$70 per square foot = \$924,000

2.6.4 Flood Control Channel

Flood control structure cost estimates are provided for two alternative flood control channel routes and two alternative control methods. These are:

Channel Routes:

- Alternative #1 - from channel tunnel at I-15 freeway to the Lenwood Spreading Basin (approximately 7,000 feet)
- Alternative #2 - from channel tunnel at I-15 freeway, circumventing the spreading basin on the north, to connection with existing channel (approx. 12,300 feet)

Flood Control Method:

- a) Concrete Channel - a 20-foot wide by 5-foot deep concrete channel at a cost of \$200 per lineal foot.
- b) Rip-Rap Channel - assume one-third the cost of concrete channel.

COST ESTIMATES:

	<u>Alternative #1</u>	<u>Alternative #2</u>
A) Concrete Channel	7,000 feet <u>x \$200 per foot</u>	12,300 feet <u>x \$200 per foot</u>
	\$1,400,000	\$2,460,000
B) Rip-Rap Channel	7,000 feet <u>x \$ 67 per foot</u>	12,300 feet <u>x \$ 67 per foot</u>
	\$ 470,000	\$ 820,000

2.7 Public Facilities

2.7.1 Fire Facilities

The Specific Plan area is served by the Barstow Fire Protection District. The nearest fire station to the Specific Plan area is located at the corner of Paris Avenue and Main Street, within the County portion of Lenwood. This places the most remote property within the specific Plan at a distance of four miles.

The ISO standard for response distance within commercial areas is 1.5 to 2 miles, according to the Fire Protection District. Relocating the fire station would not improve response time, however, due to the fact that the station is manned by volunteers on an on-call basis. Moving the station within the Specific Plan area would increase the volunteers' travel time to get to the station. Thus, the net result is the same response time.

The following minimum standards for fire protection water systems have been adopted by the Barstow Fire District:

Commercial and Industrial Areas

Mercantiles, factories, schools, hotels, motels, churches, places of public assembly and all other commercial and industrial occupancies.

Fire Flow - 1500 gallons per minute
(Base Requirements - Actual flows to be calculated based on building type and size)

Duration - 3 hours

Given the fact that the Lenwood Road off-ramp/overpass is the only access to Lenwood at this time, consideration must be given to additional fire safety access, either from Central Barstow (through Barstow Heights) or additional improvements to the Sidewinder offramp area that might afford graded road conditions capable of supporting fire apparatus. Future fire stations within the Specific Plan area might be possible. Specific locations could consider BLM land.

2.7.2 Open Space

Open Space corridors, including possible equestrian trails and bicycle paths, should be considered within and/or adjacent to flood control facilities.

3.0 DEVELOPMENT STANDARDS AND CRITERIA

The following regulations are stipulated to implement the Lenwood Specific Plan. As such, they will be utilized by the City of Barstow to ensure that future development proceeds in a consistent manner.

They have evolved from the analysis of local environmental opportunities and constraints as well as development needs. Based upon current City zoning standards set forth in the DL-Desert Living, CH-Commercial Highway, and M-1-Light Manufacturing Zones, as described by Chapter 19 of the Zoning Ordinance, these standards have been modified where appropriate to achieve the goal and objectives of this Plan.

Standards have been organized into seven classifications, following a listing of typical permitted uses (Subsection 3.1), these include:

Subsection 3.2--Lot Standards which define building site coverage, building heights, setbacks, and lot sizes;

Subsection 3.3--Parking Standards describing the basic design criteria for parking areas, a schedule of off-street parking requirements, and other related items;

Subsection 3.4--Outdoor Storage and Loading Areas requirements design criteria;

Subsection 3.5--Utilities and Lighting, requirements;

Subsection 3.6--Sign Standards;

Subsection 3.7--Screening of Mechanical Equipment criteria;

Subsection 3.8--Trash Collection Areas requirements;

Subsection 3.9--Walls/Fence Standards defining locational and height requirements;

Subsection 3.10--Architectural/Building Standards;

Subsection 3.11--Design Guidelines for Accessory Structures.

TABLE 1
DEVELOPMENT STANDARDS SUMMARY

<u>Building Setbacks</u>	<u>Lenwood Road Frontage</u>	<u>Other Street</u>
Front	50'	20'
Side (interior)	0'	0'
Street Side	50'	20'
Rear	10'	10'
(Side or Rear Yard adjacent to Residential zone shall be 50" Setback).		
Lot Size	20,000 sq. ft.	
Lot Width	100 feet	
Building Coverage	50% (maximum)	
Building Height	50 feet (maximum)	
Parking Requirements	(See Section 3.3)	
Truck Parking Requirements and Unloading Areas	(See Section 3.3)	
Landscaping (19.32.050, A.B.M.C.)		
Adjacent to Lenwood Road	Average of 20 feet (minimum)	
Adjacent to all other streets	Average of 10 feet (minimum)	
Parking Lots	5% of the total parking area, any areas behind the required landscape setback may be used for parking	
Outside Storage	Maximum of 10% of the gross floor area	
Screen Walls	Required for outside storage (8' maximum) Required for parking areas (30 inch maximum)	
Lighting	30 feet high maximum - all lighting shall be designed to confine direct rays to premises. Street lights (see standards)	
Trash Enclosures	(See Figure 9) and	
Accessory Mechanical such as above-ground tanks	(See Section 3:11)	
Screening of Mechanical Equipment	(See Section 3.7)	

3.1 Permitted Uses

- ° Light Industrial Area

All uses permitted or conditionally permitted under Section 19.32.020, M-1 (Light Industrial) zone.

- ° Transportation Related Industrial Area

All uses permitted or conditionally permitted under Section 19.32.020, M-1 (Light Industrial) zone. Any commercial uses in this area will be subject to the approval of a Conditional Use Permit.

- ° Transportation Related Commercial Area

All uses permitted or conditionally permitted under Section 19.28.020 and Section 19.28.030, C-H (Highway Commercial) district. Any industrial uses in this area will be subject to the approval of a Conditional Use Permit.

- ° Transitional Areas

All uses subject to approval of a Conditional Use Permit and subject to meeting the infrastructure requirements contained in Section 2.1 of this Plan.

3.2 Lot Standards

The purpose of lot standards is to assure adequate development sites so that appropriate design measures (parking, ingress/egress, building coverage) are feasible.

The minimum lot size within the "Industrial" area shall be twenty (20) thousand square feet exclusive of public rights-of-way.

Minimum lot width shall be one hundred (100) feet.

Building site coverage shall not exceed fifty (50) percent.

Building heights shall not exceed four stories or fifty (50) feet.

Setbacks shall be per Table 1.

3.3 Parking Standards

Parking standards are necessary to assure public safety and convenience, prevent congestion and increase site efficiency.

The following requirements for off-street parking and loading facilities apply to all development within the Plan.

The basic design requirements of all onsite parking areas shall conform to Chapter 19.50 of the Barstow Municipal Code unless specifically amended by details of this Plan.

All required parking shall be provided on-site. Parking on internal and adjacent streets shall be prohibited except for public utility and emergency vehicles.

Parking space shall be required as defined in Section 19.32.060 of the Barstow Municipal Code, as summarized below:

- | | |
|--|--|
| ◦ Warehousing or building for storage: | One space per 500 sq. ft.
plus 1 space for each 1,000 sq. ft. over 20,000 sq. ft. |
| ◦ Manufacturing: | One space per 500 sq. ft. |
| ◦ Administrative/Office: | One space per 250 sq. ft. |
| ◦ Mixed-Use Tenancy* with less than 25% administrative/office use: | One space per 400 sq. ft. |

Any areas behind the required landscape setback may be used for parking.

Landscaping within parking lots shall be reviewed and approved by the Director of Planning and conformance to the standards of this Plan and the Barstow Municipal Code. Such landscaping should include use of tree wells or planters at the end of parking bays.

All parking shall be screened from public view by means of landscaping, berms, and low masonry walls.

Preferential parking shall be provided for employee van pools and car pool users.

Bicycle and motorcycle parking areas shall be provided for all commercial and industrial uses.

Truck parking and passenger loading areas shall be provided for all motels/hotels and any commercial use oriented to serving commercial trucks.

* Storage/distribution/manufacturing with limited space devoted to exclusive office use.

3.4 Outdoor Storage and Loading Areas

All uses, except storage and unloading shall be conducted entirely within an enclosed building. Outdoor storage of material and equipment is permitted, provided the storage area is completely enclosed by walls and the combined gross area of such areas does not exceed ten (10) percent of the gross floor area of the building, nor impinge upon any required parking or access ways.

Loading areas shall conform with Section 19.32.070 of the Barstow Municipal Code as summarized below, and including additional provisions listed below:

No stored material may exceed the height of required walls.

All loading facilities and maneuvering areas must be on site with the use served.

Aisle width to loading docks shall be a minimum of fifty (50) feet exclusive of truck parking area.

All loading areas shall be screened from public view by landscaping or walls.

Loading facilities shall be prohibited in required front or side setback areas.

3.5 Lighting and Utilities

Lighting shall be used to provide illumination for security and safety of parking, loading, and access areas.

All lighting shall be shielded to keep light spread within the site boundaries.

Light fixtures in parking areas shall not exceed thirty (30) feet in height. Security light fixtures shall not project above the fascia or roofline of the building.

Street light fixtures shall not exceed thirty (30) feet in height.

All ground-mounted utility facilities such as transformers/back-flow preventors shall be adequately screened from public view.

All electric lines less than 12KV and telephone lines within the Plan area shall be installed underground.

Building mounted light fixtures shall not project above the fascia or parapet of the building.

3.6 Sign Standards

Purpose

The purpose of these guidelines is to set forth materials and information that will be evaluated by staff in reviewing signs. Sign programs are required for all developments that are five acres or larger and are within 1,000 feet of the travel lane of the freeway. Sign programs require the approval of a Conditional Use Permit by the Planning Commission.

It is a further purpose of these guidelines to:

1. Coordinate the type and placement of signs;
2. Recognize the commercial communications requirements of freeway-oriented components of the business community;
3. Encourage the innovative use of design;
4. Promote renovation and maintenance.

The Specific Plan recognizes that signs are not only a means of identifying businesses, but are also an important design element. Sign provisions consistent with the Plan's objectives to ensure visually attractive, quality developments are necessary.

The following standards apply to all signs within the Plan area:

All signs not expressly permitted are prohibited, including but not limited to the following:

- Roof signs;
- Flashing signs, except in time and temperature signs;
- Animated signs;
- Revolving signs;
- Vehicle signs, when used on property to identify a business;
- Portable signs;
- Off-site signs, except temporary subdivision directional signs;
- Signs on the public right-of-way, except where required by a governmental agency;
- Signs blocking doors or fire escapes;
- Light bulb strings and exposed tubing;
- Banners, flags, pennants and balloons; and
- Advertising structures.

Business identification wall-mounted and monument signs shall be permitted subject to the following provisions:

- ° Maximum number - one per street frontage, not to exceed two per lot for both wall mounted and monument signs;
- ° Maximum size - ten (10) percent of the building face, not to exceed 150 square feet for wall signs and 24 square feet for monument signs;
- ° Maximum height - not to project above the roofline or parapet of the roof, and in no case be higher than 20 feet above finished grade for wall signs; and up to five feet for monument signs.

Each permitted monument sign shall be located in a planted landscaped area which is of a shape, design and size that will provide a compatible setting and ground definition to the sign. The planted landscaped area shall be maintained on a reasonable and regular basis.

Sign copy shall include minimal information only. The use of subordinate information such as a telephone number, lists of products, pictures of products, etc. is discouraged. The name of the business shall be the dominant message on the sign.

Monument signs shall be illuminated from an external light source. Wall signs may be illuminated either internally or externally.

All signs shall be designed to be architecturally compatible with the building.

Signing for Industrial Parks is proposed as entry monuments at the major points of ingress. A wood sign with recessed lettering atop a native rock masonry base is suggested as shown on Page A-5. This signing is in addition to other signs permitted by Table 2.

TABLE 2
SIGN STANDARDS

Each building site (legal parcel) will be entitled to the following signage:

Type	<u>Size (Maximum)</u>	<u>Height (Maximum)</u>
Monument *	50 sq. ft.	5 feet
Pole *	100 sq. ft.	25 feet
Freeway Oriented *	see Title 17	50 feet
Wall Signs *	see Title 17 (commercial districts)	
Service Stations*	30 sq. ft.	5 feet

All signage shall use trim colors consistent with the building colors and be architecturally integrated with the building or project to which it pertains.

- * All service station signage shall be subject to Section 19.54.180 of the Municipal Code which is contained in the appendix of this Section.

TABLE 3
SIGN GUIDELINES FOR SIGN PROGRAMS

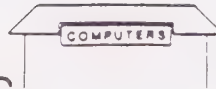
1. Each business center shall be permitted one freestanding sign for each abutting freeway and one additional freestanding sign for each street frontage.
2. For identification purposes on local streets, monument signs are preferred over pole signs. Monument signs are more attractive and more readable along City streets where the attention of most drivers is focused at eye level.
3. Each business shall be limited to one wall sign for each public entrance.
4. Each business shall be limited to one undercanopy sign.
5. No sign shall have visible moving parts or simulate movement by means of fluttering, rotating or reflecting devices.
6. There shall be no portable or temporary signs (i.e., flags, banners, or streamers) except as expressly approved by Title 17.
7. All supporting columns and bracing on freestanding signs shall be enclosed by architectural materials which are consistent in pattern and color with the buildings and shopping center to which they pertain.
8. Projecting signs shall not be allowed.
9. Paper signs will be allowed in windows only and shall not exceed twenty-five (25) percent of the window area.
10. No sign shall project above a canopy. No sign shall be located on the roof of a building or project above the eaves or parapet line of the building, except where a roof sign is permitted by the Planning Commission.
11. Roof signs will only be allowed if the Planning Commission finds that no other sign configuration can reasonably serve the needs of the business establishment.
12. No sign shall resemble a traffic safety or control device, or, by intensity of illumination, location or design, impair the vision of or create a hazard for motorists on a public street or highway.
13. No sign shall be placed on a tree, rock, or other natural feature.
14. Illuminated signs shall not create glare on a street or on adjoining properties. Exterior light sources, including ground-mounted flood lights, shall be designed to concentrate the illumination on the sign face, and any internally illuminated sign with an area of more than 25 square feet shall be designed to have a subdued background with a lighted legend.

TABLE 3 (continued)
SIGN GUIDELINES FOR SIGN PROGRAMS

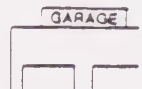
15. A sign shall not have more than two display surfaces.
16. All centers are encouraged to have an identifying logo. This logo should be utilized on any freestanding, monument, or directional signs.
17. Signs on multiple tenant buildings should follow a coordinated theme.
18. Structural aspects of signs, such as poles, supports, and cabinets, should be painted a dark earthtone color so as to de-emphasize the presence of these mechanical elements. Sign poles should be enclosed in a simple pole cover.
19. Sign copy shall be limited to the name of the business. Advertising of individual products and services should be discouraged.
20. All freestanding signs shall be a minimum of one hundred feet from any other freestanding sign.
21. Freestanding signs shall generally not exceed the height of the buildings to which they pertain.
22. Materials used in the construction of signs, including freestanding signs, shall be compatible with materials used in the building design. Freestanding signs should resemble an architectural structure, as opposed to merely being a sign cabinet affixed to a base or pole.
23. Legibility - Signs must be readable. A simple, easy-to-read typeface is best.
24. Clarity of wording - The message (name of business or type of product) should be clear and simple so the reader can immediately absorb it.
25. Placement - The sign should be in a place where it will be seen by the intended viewers and does not interfere with the architecture of the center.
26. Attraction - Some element of the sign should catch the eye and hold it long enough to get the message across to the viewer.
27. Durability - The materials and construction of a sign should weather well to present a positive image of the business to potential customers.
28. A maximum of forty percent of the sign surface should be used for lettering, the balance should be background area.
29. For wall signs, copy size should generally be a minimum of nine (9) inches, plus one additional inch for every 50 feet of distance between the sign and the viewer.
30. All signs shall be centered within the facade or mansard to which they are applied.
31. Freeway oriented signs and messages should generally be limited to five words or less.

No sign shall project above a canopy. No sign shall be located on the roof of a building or project above the eaves or parapet line of the building except where a roof sign is permitted by the Planning Commission.

THIS



NOT THIS



No sign shall resemble a traffic safety device or, by intensity of illumination, location, or design impair the vision of or create a traffic hazard.



Sign copy shall be limited to the name of the business. Advertising of individual products and services should be discouraged.

THIS



NOT THIS



SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

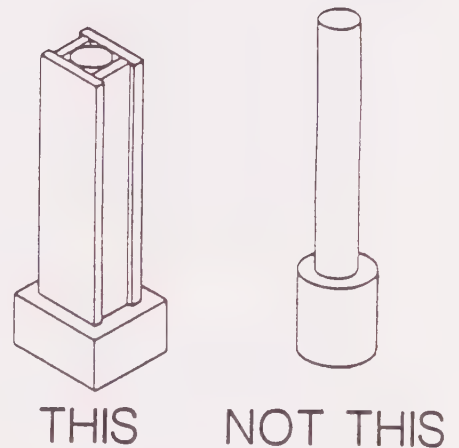
Table 4
Sign Guideline Illustrations

No sign shall have visible moving parts or simulate movement by means of fluttering, rotating or reflecting devices.

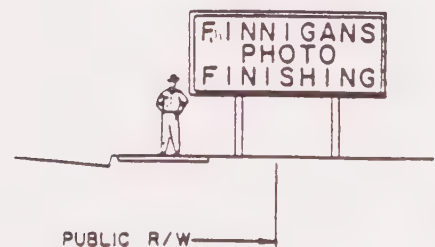
There shall be no portable or temporary signs, i.e. flags, banners or streamers, except as expressly approved by Title 17.



All supporting columns and bracing on freestanding signs shall be enclosed by architectural materials which are consistent in pattern and color with the buildings and shopping center to which they pertain. Sign poles should be enclosed in a simple pole cover.



Signs shall not be constructed within the street right-of-way.



SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Table 4 (cont.) Sign Guideline Illustrations

Signs on multiple tenant buildings should follow a coordinated theme.

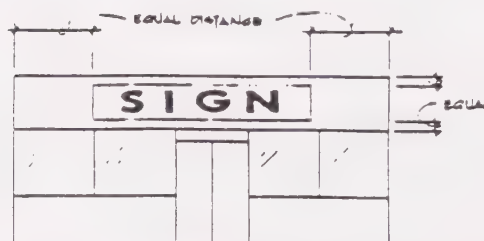


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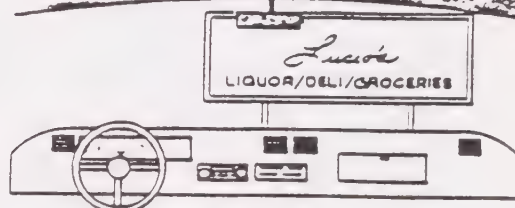
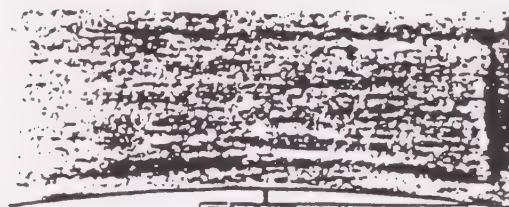


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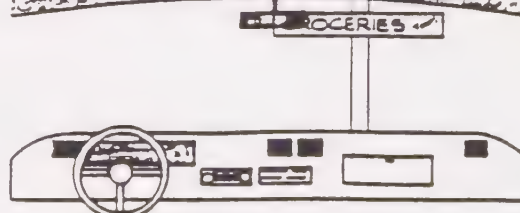
All signs shall be centered within the facade or mansard to which they are applied.



For identification purposes on local streets, monument signs are preferred over pole signs. Monument signs are more attractive and more readable along City streets where the attention of most drivers is focused at eye level.



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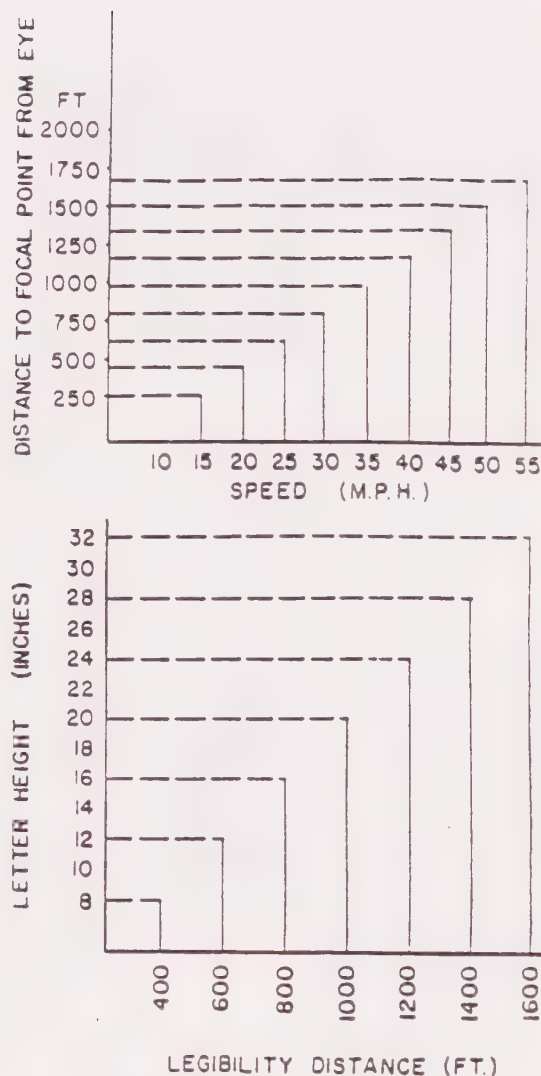
NOT THIS

SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Table 4 (cont.)
Sign Guideline Illustrations

These graphs should be utilized when attempting to determine the letter height requirements for signs oriented to the freeway or highway motorist. They apply only to signs which are on the property the sign pertains to, and must be viewed at a distance sufficient enough to permit the motorist to make a safe exit from the motor way.



Barstow/Lenwood Specific Plan

Table 4 (cont.)
Sign Guideline Illustrations

3.7 Screening of Mechanical Equipment

All utility and operational equipment located on the exterior of the building shall be screened from public view through the use of walls or landscaping.

No mechanical equipment shall be erected on the roof of any building unless contained or enclosed within a screen which is integrated with the design of the building.

Specific requirements are as follows:

- A) Gutters and downspouts shall be concealed within the building, or enclosed within an architectural element consistent with the building materials.
- B) All vents, louvers, exposed flashing and overhead doors shall be of a color compatible with the building colors.
- C) All air conditioning and other rooftop appurtenances in excess of 18 inches in height shall be screened from view of adjacent streets, highways and alleys.
- D) Roof screens should be designed as an integral part of the building. Where a separate screen must be constructed on the roof, it should be compatible with the building design.
- E) All electrical and gas meters shall be screened from view of adjacent streets, highways and alleys.
- F) Roof penetrations shall be minimized by grouping plumbing vents and ducts together. If located on a pitched roof, such penetrations shall be located on the rear portion of the roof, wherever possible.
- G) Plans for cyclone blowers, bag houses, tanks, etc., shall be subject to review and approval by the Planning Commission. In all cases, they should be of a color compatible with the building colors.
- H) Reflective materials, other than glass, shall not be used on any building face visible from the street. Exposed metal flashing or trim shall be anodized or painted to blend with the exterior colors of the building.
- I) Service bays and repair areas should not directly face the street. Loading areas and loading doors shall be screened when possible.

3.8 Trash Collection Areas

Storage and trash collection areas will be permitted in rear and interior side setback areas provided that trash containers are enclosed within a masonry wall with a metal gate.

Such container enclosures shall have a concrete base and have walls with a minimum height of six (6) feet.

3.9 Walls/Fence Standards

Solid walls required for screening, loading and outdoor storage areas shall be at least six (6) feet high with a maximum of twelve (12) feet and will be constructed in accordance with the design criteria of this Plan.

Walls constructed within required front setback areas shall not exceed three (3) feet in height.

Walls shall be constructed of masonry or concrete materials consistent with, and complementary to, building architecture.

All walls shall be earthtone colors.

Chain link fencing shall be prohibited where it is visible from the public right-of-way.

3.10 Architectural/Building Standards

The following lists define various materials, color ranges, and architectural treatments appropriate to the Lenwood Specific Plan area. All new buildings and exterior remodeling within the plan area shall adhere to these guidelines. The guidelines are presented in a general nature to allow for considerable individual architectural expression. Architects working in the plan area should choose from among the suggested materials and design concepts when designing structures within the Specific Plan area.

Building Materials:

- River Rock
- Concrete
- Stucco
- Split-faced Block

Colors:

- Earhtones
- Grays
- Dark orange/reds
- Black

Signing:

- Incorporate elements or components of building material into sign face and support system

Ornament and Trim:

- Cast Iron Lighting Fixtures
- Trellis/espalier
- Vigas
- Corbels
- Scalloped Trim
- Window Mullions
- Exposed Rafters
- Arched Openings
- Expansive Eaves

Entries:

- Stamped Concrete
- Exterior Terrazo
- Brick
- Tile
- Railroad Ties

Roofs:

- Tile (earth tones only)
- Flat roofs with Parapets

Textures and Building Finishes:

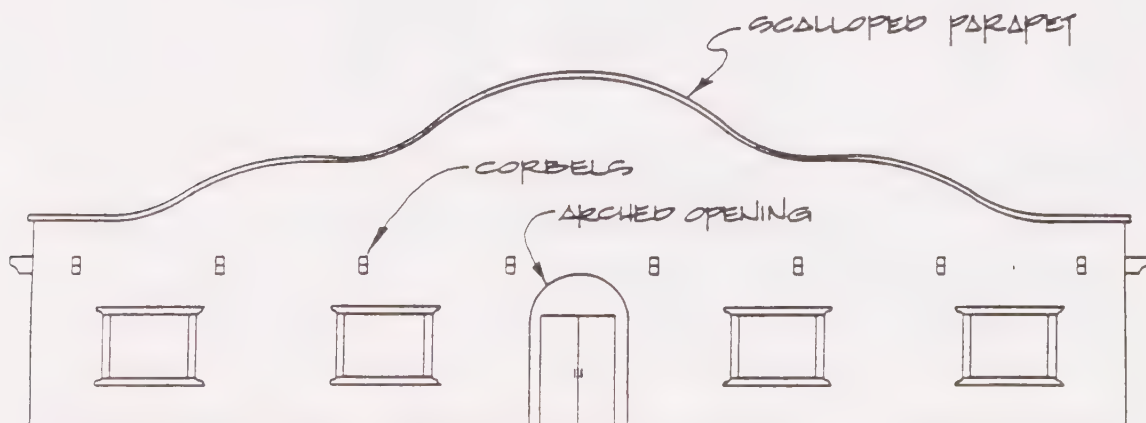
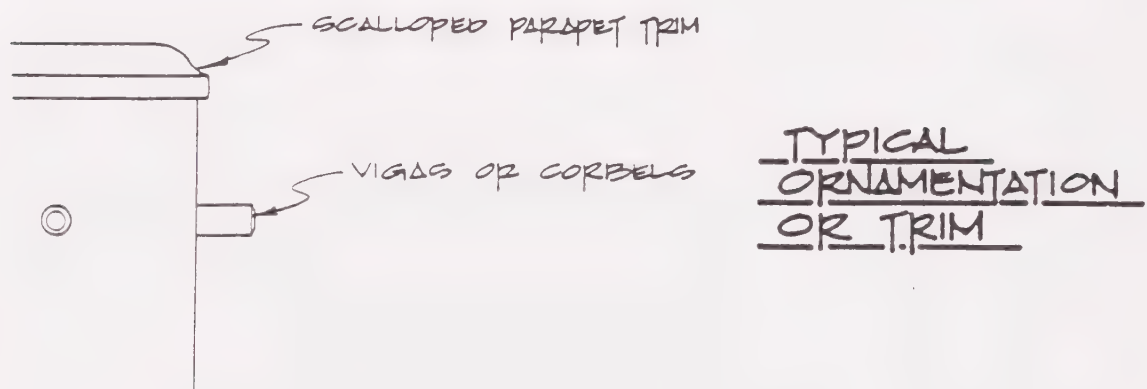
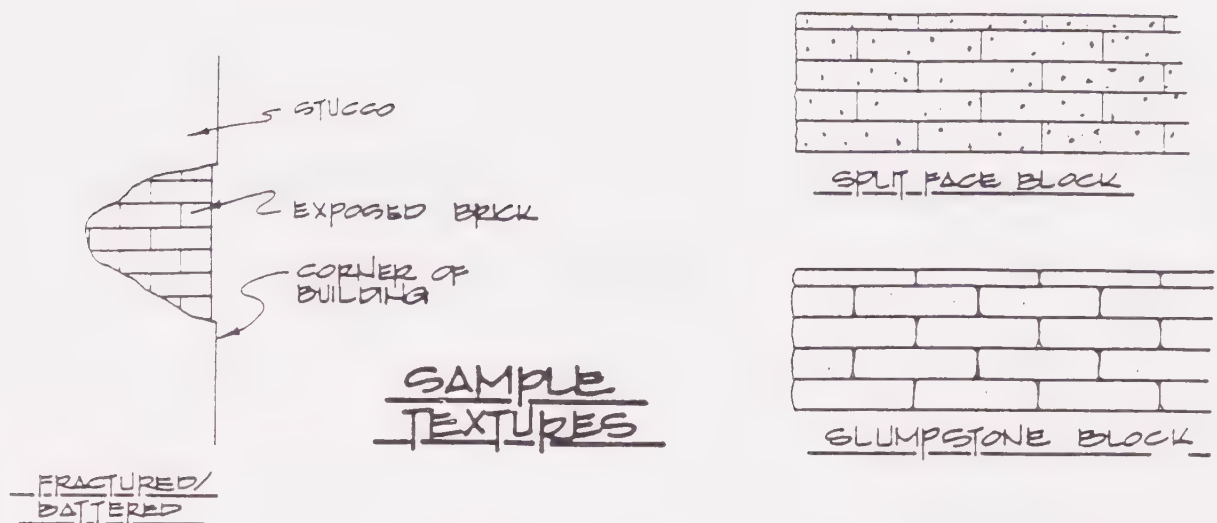
- Sandblasted
- Fractured/battered
- Slump-stone/split-face

Landscaping Elements:

- Boulders
- Elements of Western Culture (eg., wagons, mining equipment, railroad artifacts)

Architectural Style:

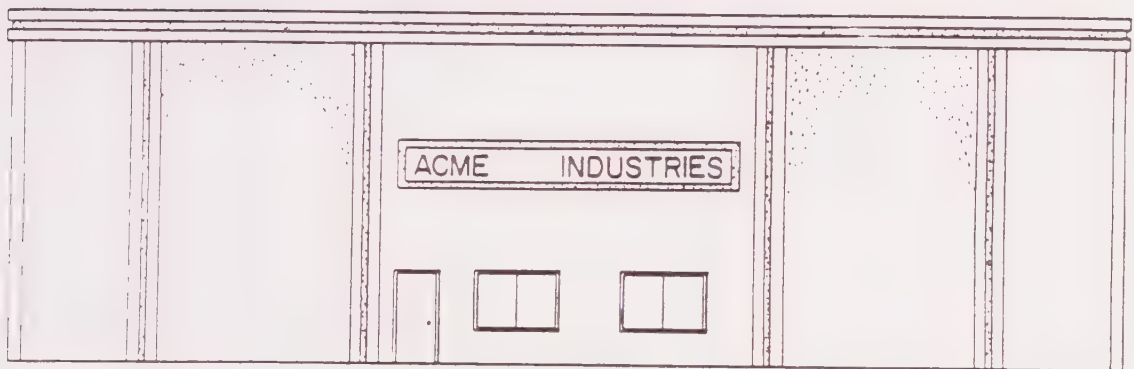
- All commercial and office construction should reflect Mediterranean/Spanish themes and/or Pueblo and mission styles.



SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Figure 9 (cont.)
Design Standards



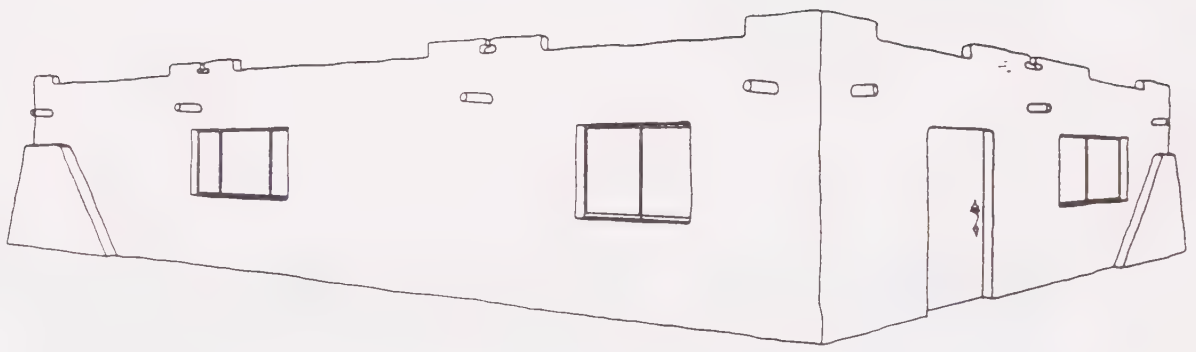
INDUSTRIAL BUILDINGS

- TILT-UP, MASONRY, STUCCO, OR OTHER AS APPROVED BY THE PLANNING COMMISSION.
- EACH STRUCTURE TO EMPLOY AT LEAST TWO DIFFERENT FINISHES OR TEXTURES.

SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Figure 9 (cont.)
Design Standards



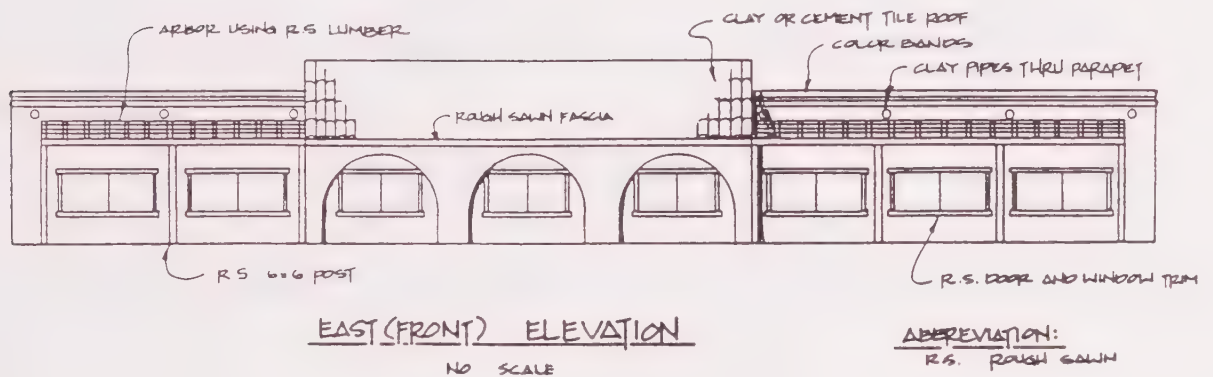
SAMPLE PUEBLO OR ADOBE STYLING

SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Figure 9 (cont.)
Design Standards

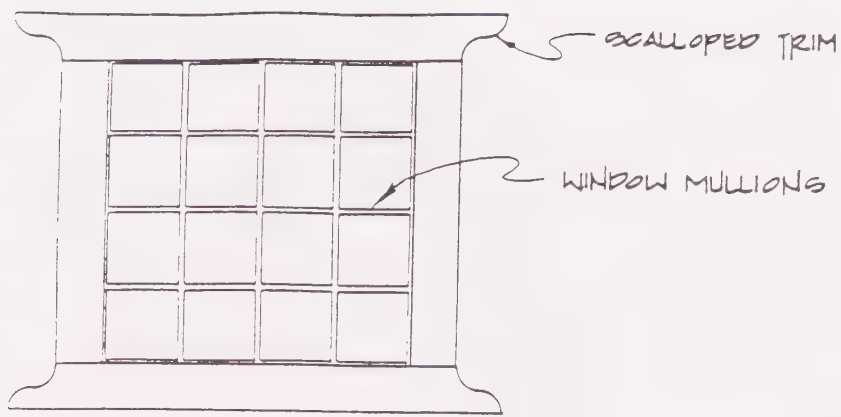
TYPICAL COMMERCIAL OR OFFICE
BUILDING ILLUSTRATING SAMPLE
CONSTRUCTION COMPONENTS



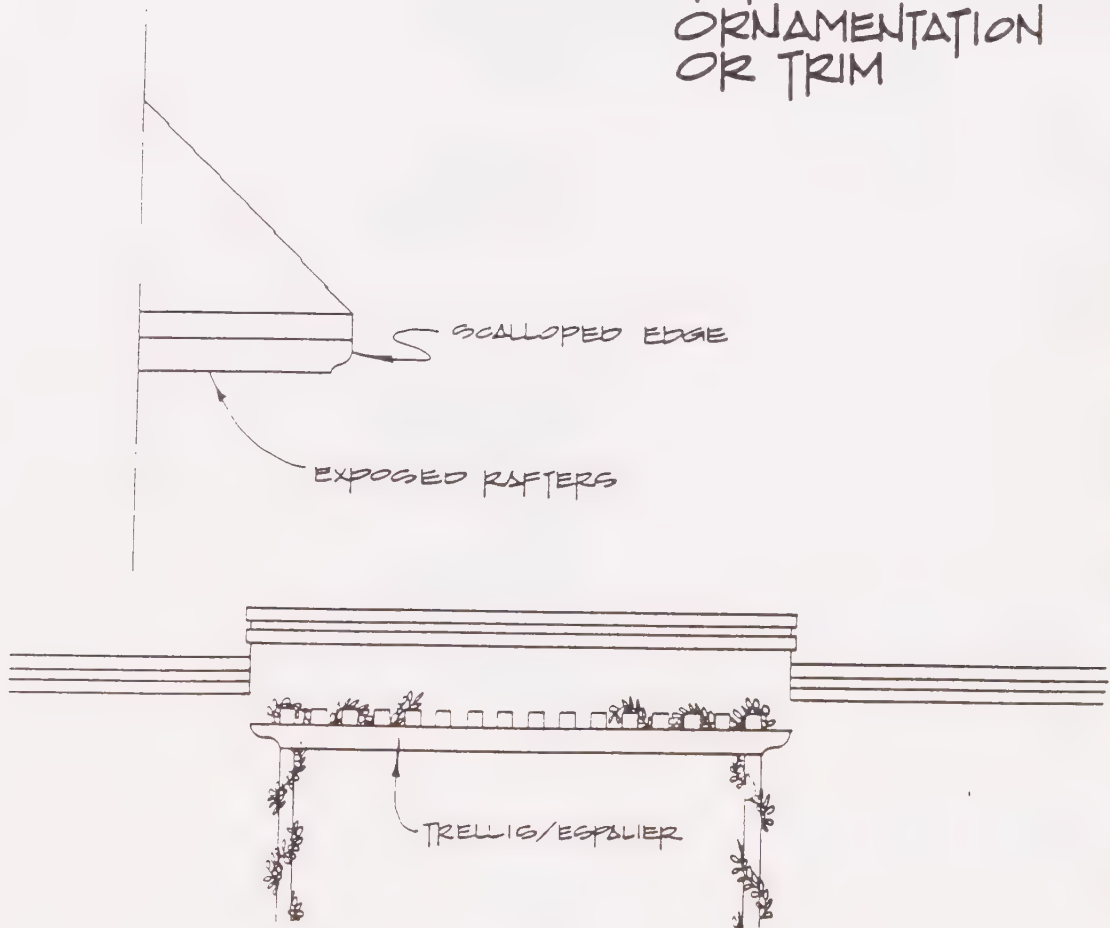
SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Figure 9 (cont.)
Design Standards



TYPICAL ORNAMENTATION OR TRIM



SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Figure 9 (cont.)
Design Standards

TABLE 5

DESIGN GUIDELINES

Choose one of more from each of the following categories:

Exterior Materials	River Rock Concrete Stucco Slumpstone Split face Brick
Exterior Colors	Sand Volcanic Red - Black Flat or Satin Earthtones Copper
Exterior Finishes	Sandblasted Spanish Lace Fractured/Battered Slump/Splitface
Trim	Cast Iron Lighting Fixtures Trellis (Espalier) Corbels Decorative Iron or Tubular Steel Scalloped Trim Window Mullions Exposed Rafters Towers Arched Openings Expansive Eaves
Entry Areas	Stamped Concrete Exterior Terrazo (rough) Brick Other tile R.R. Ties
Architectural Style	Mediterranean/Spanish Mission Pueblo Italiente
Roofing	Parapets Tile: Brown, Red, or Varigated Red Red Varigated Red

TABLE 5 (continued)

DESIGN GUIDELINES

Industrial Buildings

Choose one of more from each of
the following categories:

"Tilt-Up" concrete or Masonry

Industrial buildings shall be some form of masonry or tilt-up concrete. Pre-engineered or metal buildings are not allowed except as approved by the Planning Commission. Such buildings shall incorporate decorative veneer or trim encompassing a minimum of one-third of the elevations.

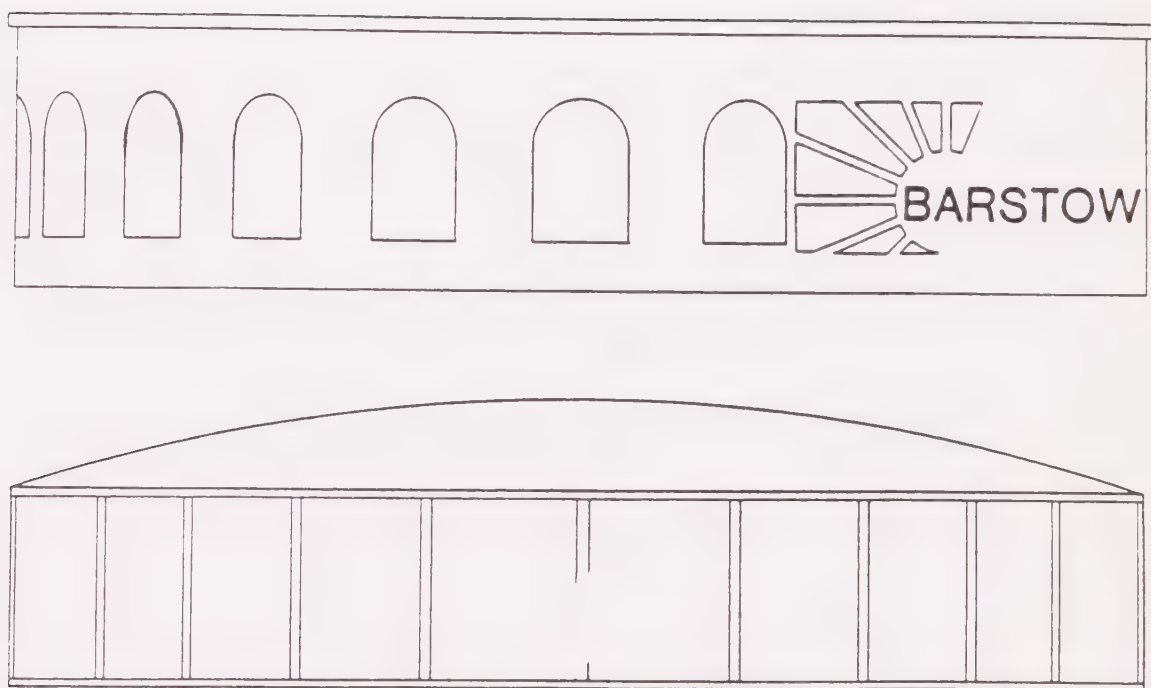
3.11 Design Guidelines for Accessory Structures Like Above Ground Storage Tanks, Water Reservoir Structures, etc.

Purpose

Storage tanks should be integrated into adjacent development schemes. The color and design of these structures should blend with existing and proposed development in the Lenwood area.

Guidelines:

1. Tanks shall be non-reflective in color and shall be painted a flat, desert hue as a background color.
2. Advertising of prices, products or services shall be prohibited on these structures. Use of company name or logo shall not be considered advertising of prices, products or services. The maximum height of the name or logo shall not exceed three feet (3') and the maximum area of the name or logo shall not exceed 10% of the surface area of the accessory structure. Design of the logo shall be approved by the Planning Director.
3. Roof lines shall incorporate an elipsoidal, dome or umbrella shape or equivalent ornamentation shall be added to de-emphasize the height and bulk of the structure.
4. One 24-inch box evergreen tree shall be planted for every 20 lineal feet of circumference of the structure. Landscaping chosen shall be consistent with any ornamental landscaping which may have been planted adjacent. Landscaping shall be planted within a 30-foot radius of the exterior wall of the tank or structure.



SOURCE: City of Barstow

Barstow/Lenwood Specific Plan

Figure 9 (cont.)
Design Standards

4.0 SPECIFIC PLAN ADMINISTRATION/DESIGN GUIDELINES

4.1 Design Review

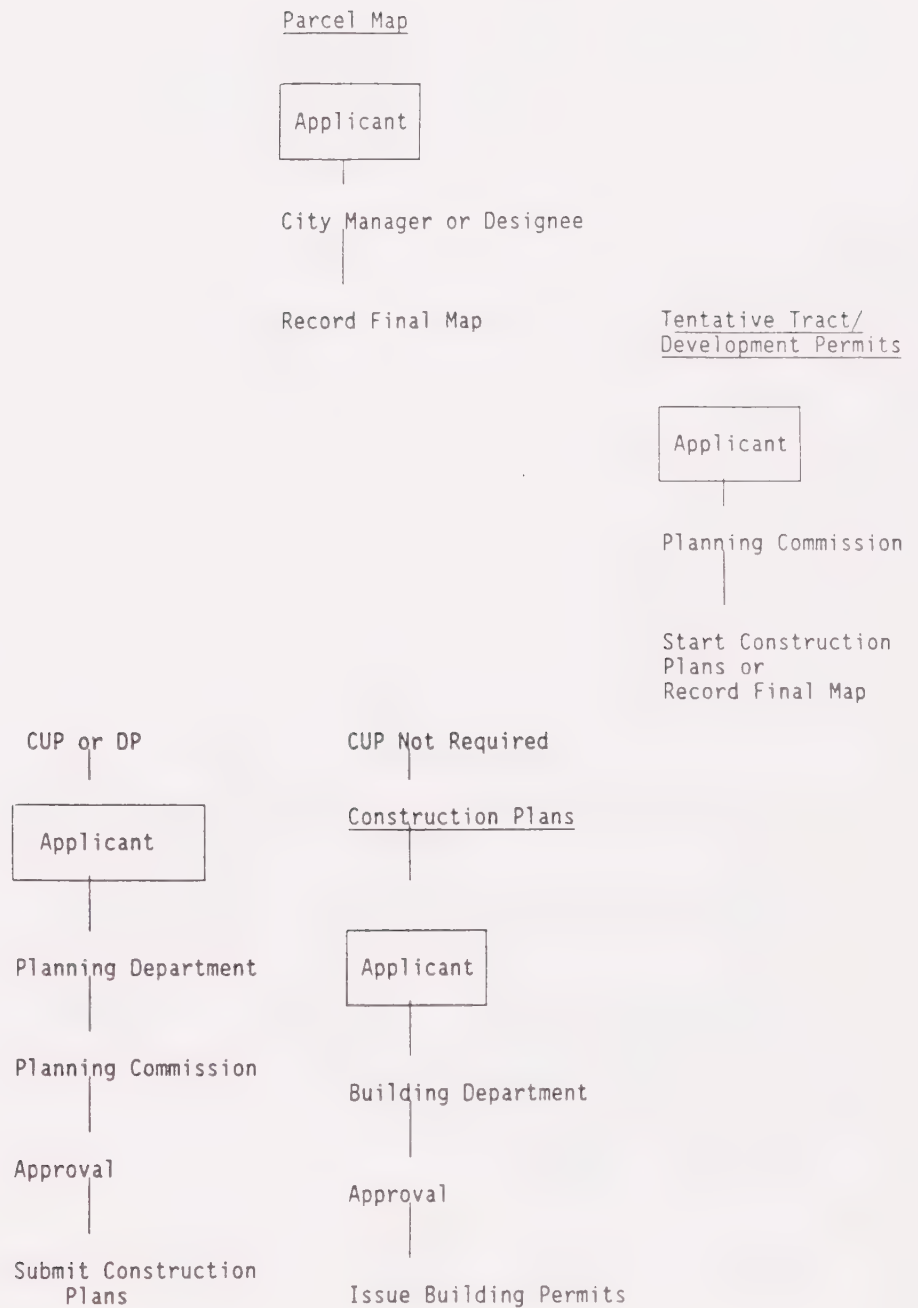
Implementation of the Lenwood Specific Plan will involve use of existing City procedures as supplemented by additional features.

All subsequent project review concerning tentative and final tract maps, parcel maps and individual lot site plans will be reviewed for consistency with this Plan and its provisions.

The process for implementation of the Specific Plan (see Tables 6 and 7) is outlined as follows:

- The applicant submits plans and drawings to the Planning Department.
 - A site plan, drawn to scale, showing the proposed location of structures and other improvements including, where appropriate, driveways, off-street parking areas, landscaped areas, fences and walls. This plan also indicates the traffic ingress and egress for off-street parking areas;
 - A landscape plan, drawn to scale, showing the location of existing vegetation to be retained or removed, design of landscaped areas, description of plant materials and sizes thereof, and proposed irrigation/sprinkler systems;
 - Proposed building plans and elevations, drawn to scale, including a description of proposed exterior materials and colors;
 - Scale drawings of proposed signs, to define size, height, material, color and illumination, if any;
 - Grading and drainage plans; and
 - Such other information as may be required to permit an adequate review.

All development proposed within the Lenwood Specific Plan area shall be subject to and processed in accordance with the above requirements. Deviation from these guidelines will require approval of a Development Permit by the Planning Commission.



Barstow/Lenwood Specific Plan

Table 6
Specific Plan Implementation Process

TABLE 7
SUBMITTAL REQUIREMENTS

		<u>Reason</u>
Environmental Assessment Form	-All projects unless categorically exempt	Mitigation Measures from MEA (Master Env. Assessment)
Conditional Use Permit	-Transitional Areas -Commercial uses in transportation related industrial area -Industrial uses within transportation related area	Land Use Compatibility
Traffic Study	-All uses on east side of Interstate 15	Circulation impacts due to inadequate on/off ramp situation
Soils Report	All projects	Uniform Building Code Requirement
Seismic/Geotechnical Study	See constraints map (Figure 3)	Alquist-Priolo Special Studies Zone
Hydrology (Drainage Study)	See constraints map (Figure 3)	Areas in 100 year flood plain
Design Review by Planning Commission (Development Permit)	See Design Standards	Only if project does not meet adopted design standards
Hazardous Materials Employed in Operation		Business Plan must be approved by Dept. of Env. Health Services
Sign Programs for Commercial/Industrial Developments of Five (5) Acres or Larger	Within 1000 feet of the travel lane of the freeway	Current requirements of Title 17 (Sign Ordinance)

4.2 Sources of Financing

Implementation of the Lenwood Industrial Park Specific Plan will require funding to finance roads, storm drains, sewerage facilities, necessary infrastructure.

The principal source of financing will be:

Developer Constructed Facilities - In most cases, on-site and off-site improvements will be the responsibility of the project's developer. Construction of the requisite facilities will be defined as project conditions of approval or as specified by an approved phasing plan (Section 12.04.020).

Other possible sources of funding are:

Reimbursement District - Under Articles 5 and 6 of the California Subdivision Map Act, fees can be collected to cover costs of public improvements including roads, bridges, drainage and sanitary sewer facilities. The City can then enter into agreements with developers to reimburse costs for development costs over and above those costs which directly serve their individual development needs. As new development occurs by future developers, they pay charges for benefits received and the initial developers receive reimbursement. This procedure allows deferral of charges until property is actually developed.

Reimbursement can proceed via direct charges by the City or by use of a local benefit assessment district.

The City has utilized this method to construct storm drains, sewers and water lines.

Assessment Taxing District - Current State law allows a variety of assessment procedures which can be utilized to finance industrial park improvements. Allowable costs include construction of streets, bridges or grade-separated crossings, flood protection, sewerage facilities, storm drain facilities, and open space. Maintenance service costs are also permitted.

Assessment district procedures offer an equitable means of allocating costs based upon benefit received and assessed valuation of property affected.

Establishment of assessment districts depends on varying requirements of the enabling legislation. Application of this technique requires an understanding of the district initiation and other procedures involved, and, more importantly, attitudes concerning mandatory participation.

The following summary illustrates some of the more relevant assessment procedures as discussed by the type of improvement or service involved:

- ° Drainage and Sewer Facilities - The California Government Code (Section 66410-66499.30) and the Subdivision Map Act (Sections

66483-66484.5) authorize payment of fees for costs of drainage facilities for the removal of surface and storm waters from local and neighborhood drainage areas.

An ordinance requiring payment of such fees must be in effect at least 30 days prior to the filing of a tentative map (or parcel map). The City Council must adopt the drainage or sanitary sewer plan. The ordinance refers to the drainage or sanitary sewer area and also describes the estimated total costs for the required facilities.

In adopting the ordinance, the Council must find that the subdivision and development of property within the drainage or sewer area will require construction of the facilities described in the plan.

- ° Bridges and Major Thoroughfares - The California Government Code (Section 66484) authorizes design, acquisition of rights-of-way, administration of construction contracts and construction of such facilities.

The local ordinance must identify the major thoroughfares which carry through traffic to the state highway system, and relate to the appropriate section of the General Plan Circulation Element.

Protest by one-half of the property owners voids the proceedings. Local ordinances may require a fee payment as condition of approval for a final map or issuance of a building permit.

- ° Streets and Highways - The Highways Code (Section 22585-22594) allows the City to construct or install improvements and to maintain such improvements. The assessment district is initiated by City Council resolution. Such proceedings may be abandoned if there is a protest of property owners representing over 50 percent of the assessable land within the proposed district. However, the City Council may overrule such a protest by a four-fifths vote.
- ° Other Special Assessment and Bonding Acts - These include the Improvement Act of 1911, and the Municipal Improvement Act of 1913.

Both allow the issuance of bonds to represent unpaid assessments. In this manner, the owner can pay lien by installments over the period of years the particular bond act and proceeding use provides. Said bonds can be issued against single owners or a group of owners.

- ° Establishment of on-going marketing plan for the benefit of Lenwood development.
- ° Mello-Roos - The Mello-Roos Community Facilities Act of 1982 provides an alternative method of financing certain public capital facilities and services, especially in developing areas. Under

Section 53313 of the California Government Code, a community facilities district may be established to finance services and facilities such as, but not limited to, police and fire protection, recreation and open space, schools, libraries and certain necessary public utilities. Ad valorem property taxes are levied on property within the proposed district to finance said improvements.

Fee Districts - This mechanism may be used to finance:

- Construction of the Lenwood storm drain channel (as shown on the Capital Improvement Program).
- Widening of the Lenwood overcrossing (bridge) of Interstate 15.
- Construction of landscape median/intersection control devices at each of the points of intersection of collector streets with Lenwood Road.

4.3 Amendments to Specific Plan

The project sponsor or Barstow City Council may initiate an amendment to the provisions of this Specific Plan if substantial changes are required in the project during the development process. Any amendment to the Lenwood Specific Plan shall be in accordance with California Government Code (Sections 65500 through 65507). This amendment procedure is briefly described as follows:

1. Before taking an action on a proposed amendment to the Specific Plan, the Planning Commission must hold at least one public hearing. Notice for this hearing shall be published at least once in a newspaper of general circulation at least ten calendar days prior to the hearing.
2. The recommendation of an amendment to the Specific Plan shall be approved by a resolution carried by a majority of the total voting members of the Planning Commission.
3. The recommendations of the Planning Commission together with additional related documents and information shall be transmitted to the City Council. The transmittal may also include any pertinent information with regard to the reasons for the Planning Commission decision.
4. The City Council shall hold at least one public hearing for each proposed specific plan amendment pursuant to the provisions of the California Government Code. The action of the City Council shall be to approve, disapprove or conditionally approve the proposed specific plan and to adopt the necessary resolution or ordinance, as appropriate. Any hearing may be continued from time to time.
5. An amendment to the Specific Plan may be initiated by the City Council. The Council shall first refer such proposal to the Planning Commission for a report. Before making a report, the Planning Commission shall report within 40 days after the reference, or within such longer period as may be designated by the City Council. Before adopting the proposed plan or amendment the City Council shall hold at least one public hearing. Notice of the time and place of hearings held pursuant to this section shall be given in the time and manner provided for the giving of notice of hearings by the Planning Commission as specified above.

Modifications to the subdivision plan upon approval of the initial tentative tract map shall be in accordance with the California Subdivision Map Act and City of Barstow procedures for implementation of the Map Act. Minor modifications to the proposed subdivision plan such as lot mergers and divisions shall not require an amendment to the Specific Plan so long as the general nature and intent of this Plan is maintained.

Minor modifications not affecting the intensity of land use or circulation may be approved by the City Manager or designee.

TABLE 8
MASTER ENVIRONMENTAL ASSESSMENT (MEA)
MITIGATION MEASURES APPLICABLE TO THE
LENWOOD SPECIFIC PLAN

<u>Environmental Impact</u>	<u>Mitigation Measure</u>
Land Use	<p>All goals, objectives and policies from the following elements, as applicable:</p> <ul style="list-style-type: none"> a. Community Development Element b. Hazards Element c. Housing Element d. Infrastructure Element e. Natural Resources Element f. Cultural and Recreational Resources Element
Circulation	<p>Community Development Element Objectives and Policies 1,2,6,7 & 11</p> <p>Infrastructure Element Policies 1,2,3 & 4</p> <p>Natural Resources Element Policy 3</p>
Utilities	Extension of all required utilities
Public Safety	All policies from the Hazards Element
Air Quality	<p>Hazards Element All Policies</p> <p>Infrastructure Element Policies 1,2,3 & 4</p> <p>Natural Resources Element All Policies</p>
Hazardous Materials Risk of Upset	<p>Community Development Element All Objectives and Policies</p> <p>Hazards Element All Policies</p>

ENVIRONMENTAL FACTORS PERTAINING TO THE DESERT TORTOISE

The entire Lenwood Specific Plan area has been identified as being on the edge of a "critical" tortoise habitat area. This identification is based on a survey of the region's Desert Tortoise population prepared by the Bureau of Land Management between 1976 and 1978. The Specific Plan area, as well as much of the property currently designated by the BLM for off-road vehicles uses, was found to have high density tortoise populations.

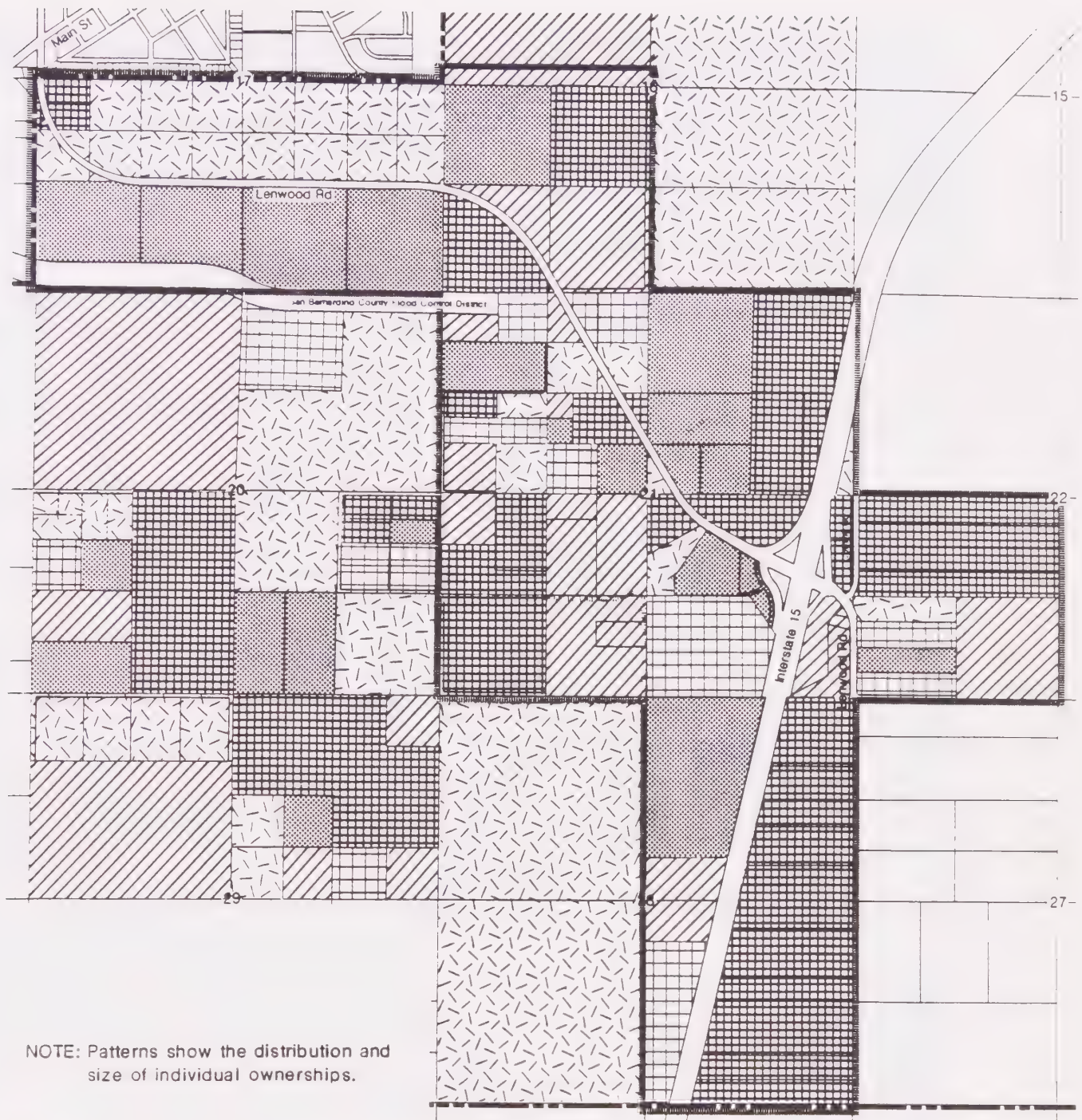
BLM intends to initiate preparation of a plan for the off-road vehicle area east of Lenwood in the fall of 1988. This plan will include a definition of the tortoise's status and present mitigation measures to protect critical habitat areas. The tortoise is currently identified as a "sensitive animal" and is not listed as either a rare or endangered species. (August 4, 1989 - 240 day listing).

Mitigation measures for Federal, i.e. BLM, land subject to private development may include impact fees for the purchase of critical habitat areas and/or relocation of tortoises to less impacted areas. Land acquisition programs for rare and endangered species commonly use a 3:1 ration for the acquisition of protected habitat; that is three acres of newly acquired habitat for every one acre of impacted property.



The City of Barstow should continue to monitor BLM planning activities for the off-road areas and work with BLM to develop a mitigation strategy for tortoise habitat areas.

APPENDIX

Maps, Examples, and Discussion Items
used during the Public Workshops and
discussion of the Specific Plan.



NOTE: Patterns show the distribution and size of individual ownerships.

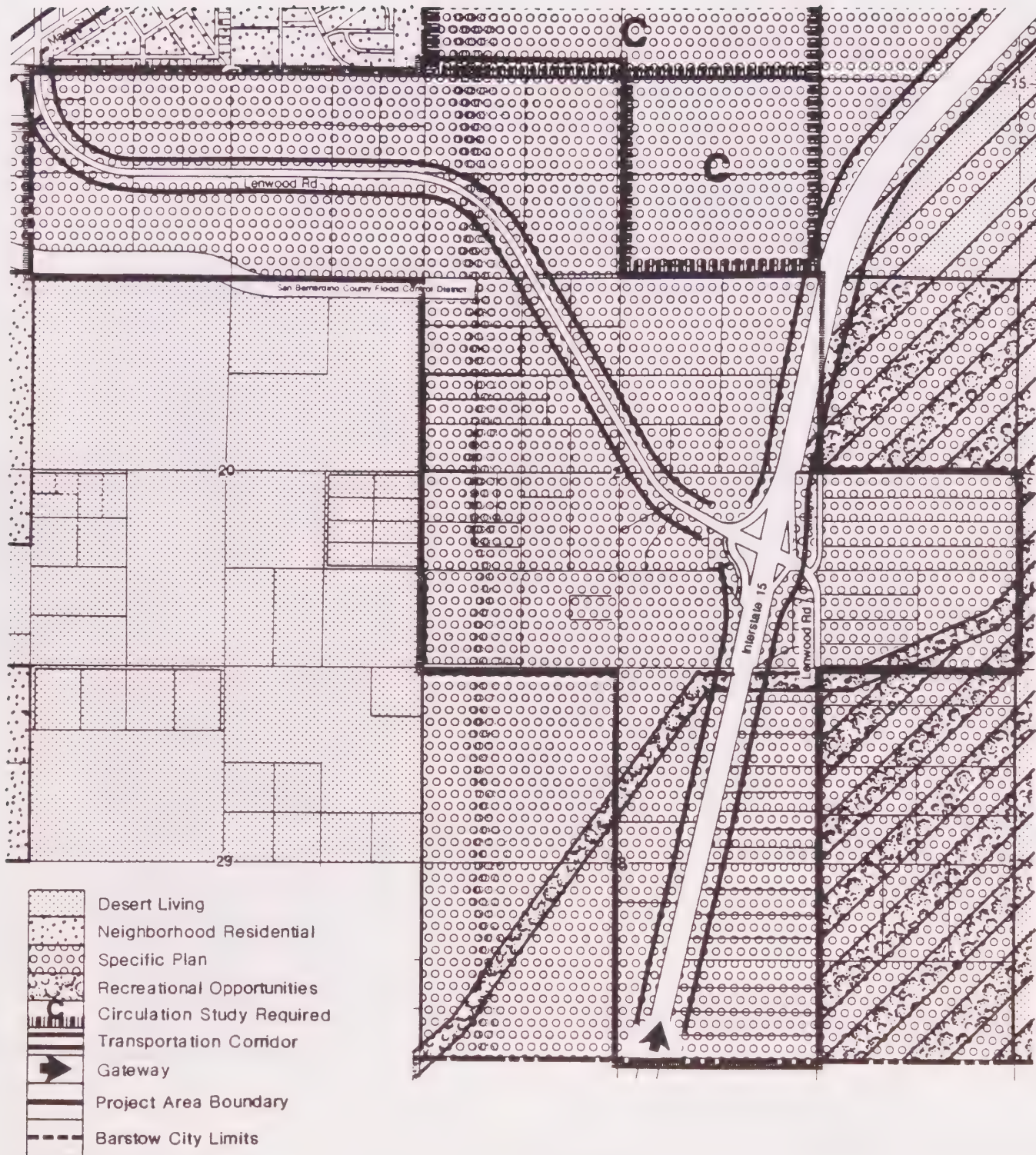
-  Project Area Boundary
-  Barstow City Limits

SOURCE: San Bernardino County Assessor, 1987

  North  scale in feet

Barstow/Lenwood Specific Plan

Ownership Map



SOURCE: City of Barstow

0 2000
scale in feet

North

Barstow/Lenwood Specific Plan

City of Barstow General Plan

LENWOOD SPECIFIC PLAN
WORKSHOP - NOVEMBER 5, 1987 - QUESTIONS AND COMMENTS

- 1) Where is the Table of Contents?
When will the balance of the plan be submitted?
- 2) Will there be a frontage road on the west side of I-15?
- 3) Are truck stops necessary on the east side of I-15?
- 4) Will the interchange be overloaded as development and traffic increase?
- 5) Utilities:
 - A) Water line will be constructed within 4 to 6 months.
 - B) Gas? Southwest Gas should be contacted.
- 6) Equestrian concepts should be pursued in the Desert Living area.

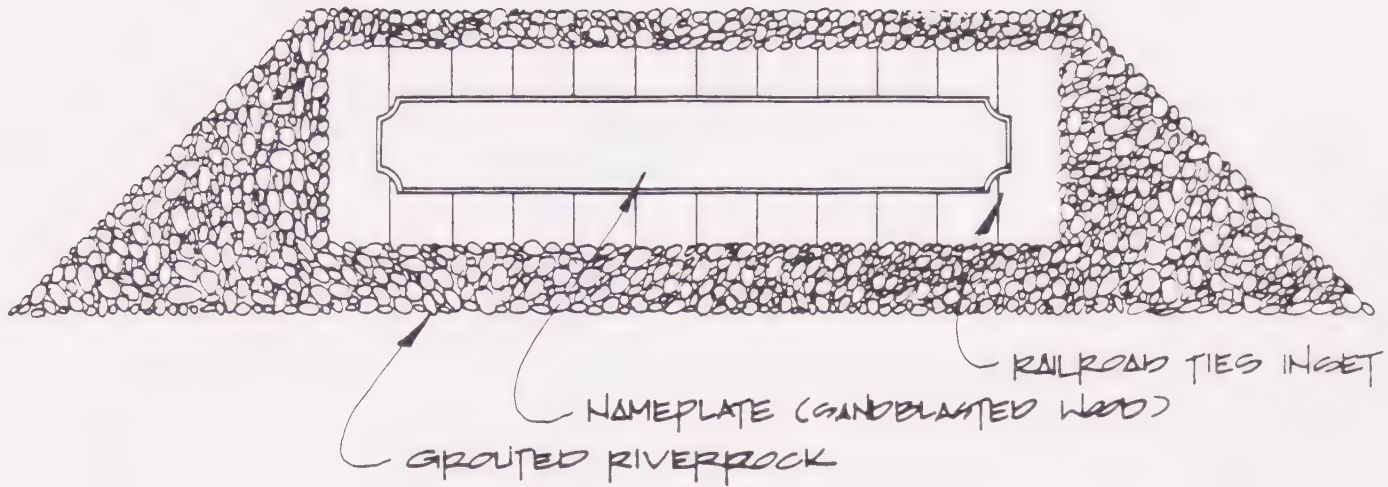
WORKSHOP OF DECEMBER 29, 1987

- 1) What is the rationale for restricting or facilitating truck traffic?
- 2) Would the transportation related use category allow hotels, motels, and restaurants?
- 3) How will the west frontage road intersect Lenwood Road?
- 4) Has the 100 year flood plaina been considered in the planning?
- 5) Will bridges be required to cross the storm channel?
- 6) What is the purpose of the monument sign?
- 7) How about sight distance and visibility?
- 8) What is the frequency of truck traffic?

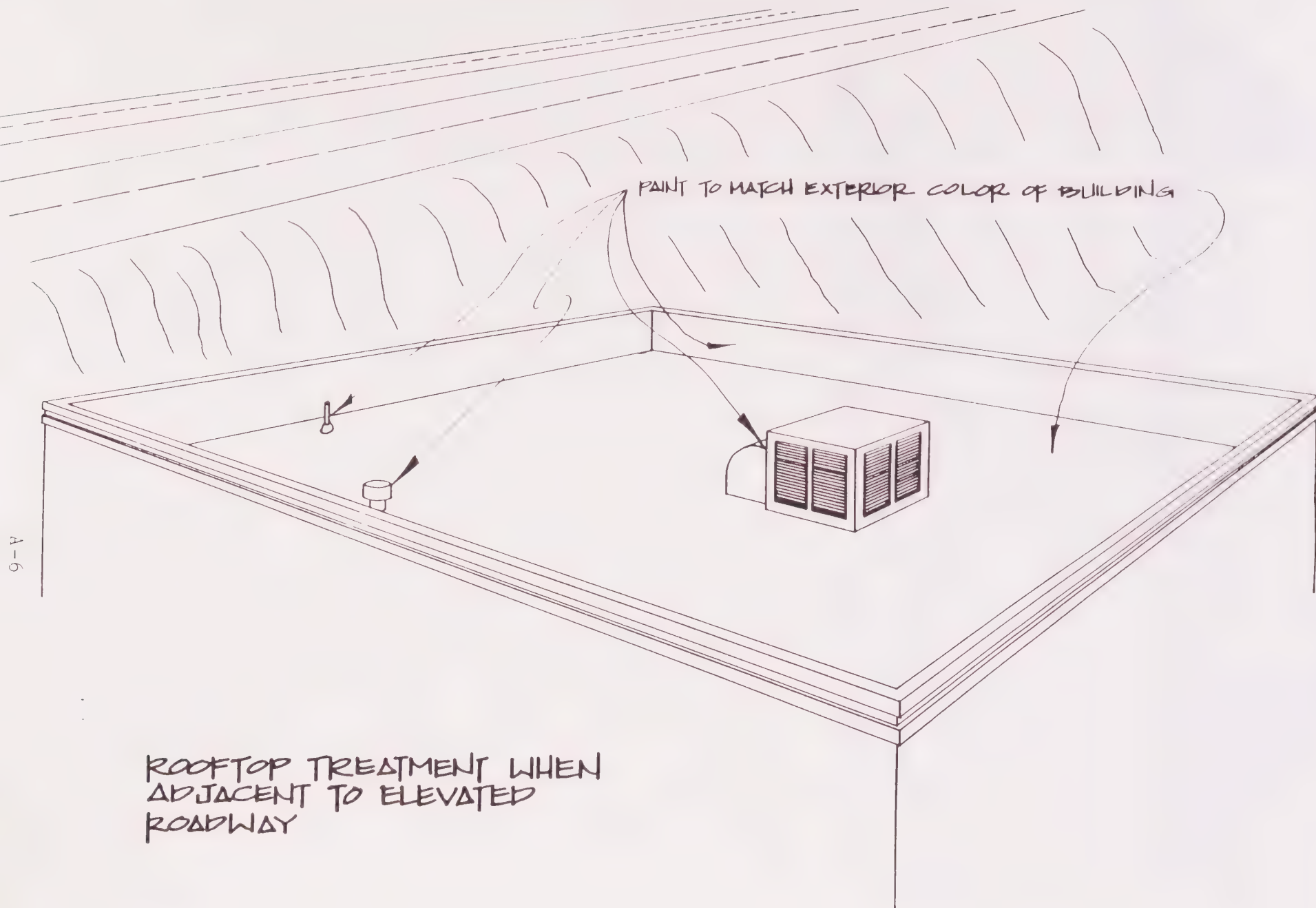
WORKSHOP OF FEBRUARY 22, 1988

- 1) What is the intent for recreational opportunities?
- 2) What is the actual location of the Alquist Priolo special study zone?
- 3) How is "recreational opportunity" defined?
- 4) What is the intent regarding the truck traffic in relation to Sidewinder Road vs. Lenwood Road?

- 5) What is planned for potential rest stops? Ask CalTrans.
- 6) Are the flood plain areas correct? Have they considered county improvements?
- 7) Are metal buildings appropriate within the Lenwood Specific Plan area?
- 8) Will there be a specific street plan in the LSP?
- 9) Define entry treatments.
- 10) Will parking be allowed in the 50 foot setback area?
- 11) What control mechanisms will there be for off-highway vehicle traffic?

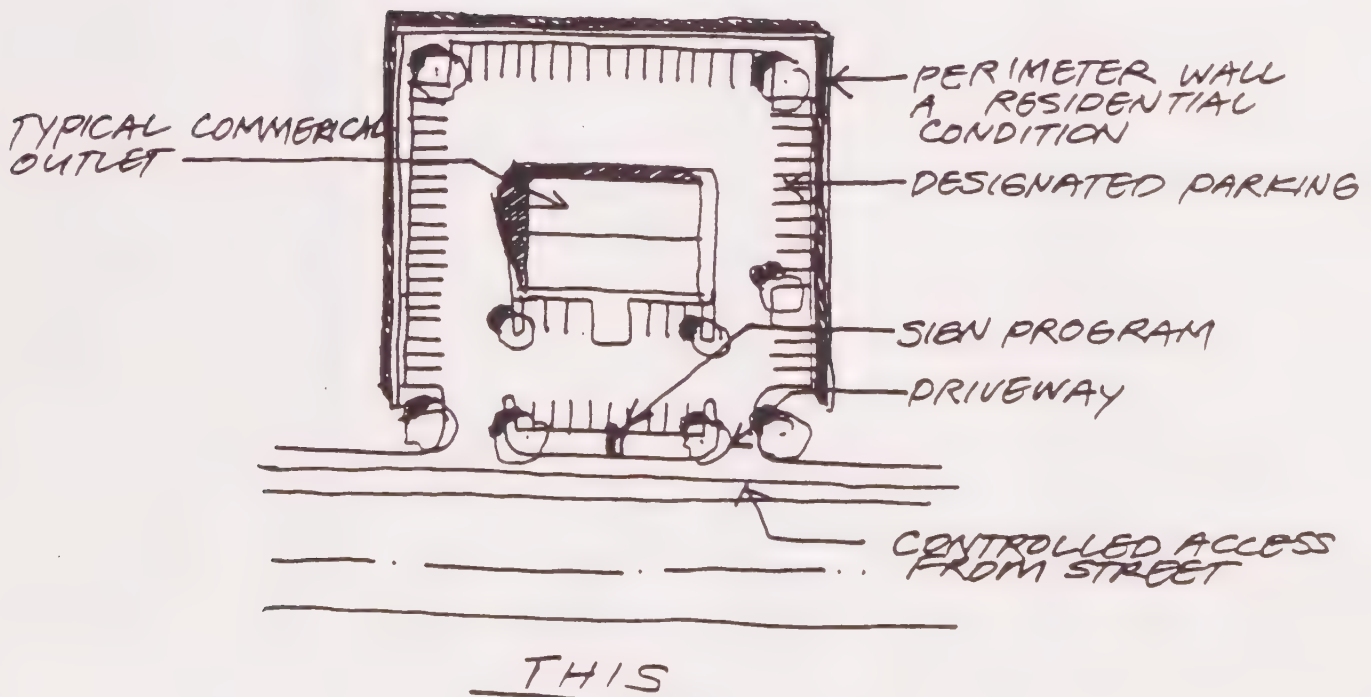
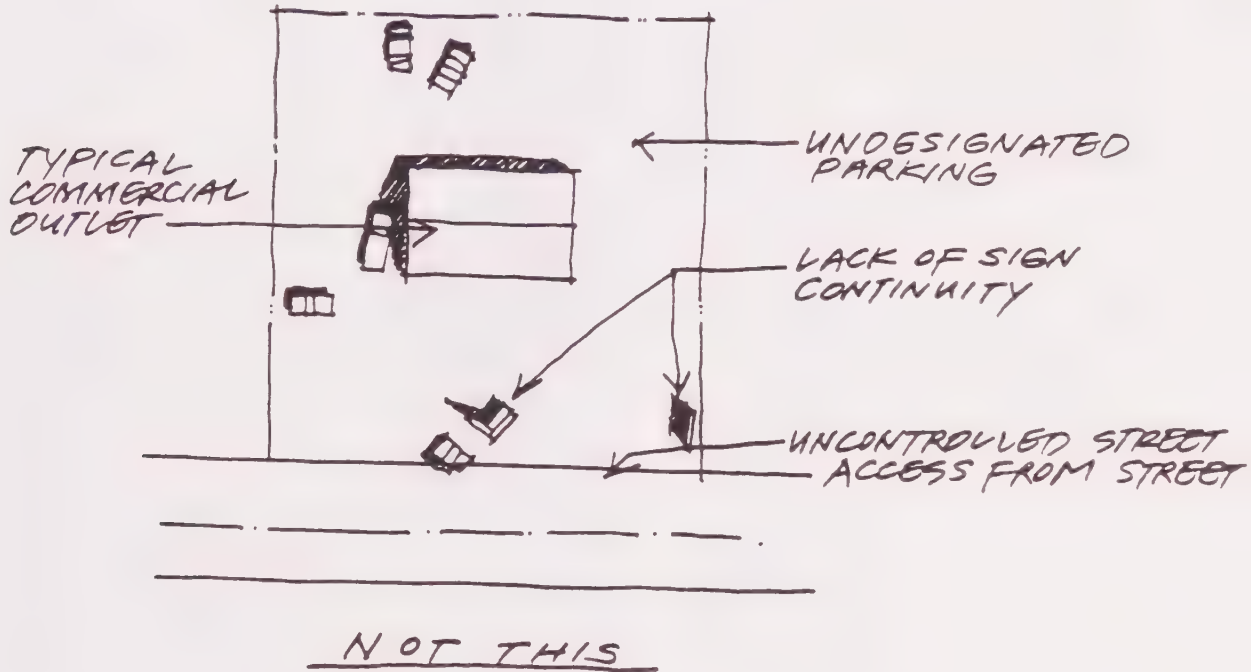


TYPICAL MONUMENT SIGN ALONG
LENWOOD ROAD FOR INDUSTRIAL
USES AND CENTER IDENTIFICATION





CITY GATEWAY WITH ENTRY SIGN AT INTERSTATE 15





PARAPET SCREEN



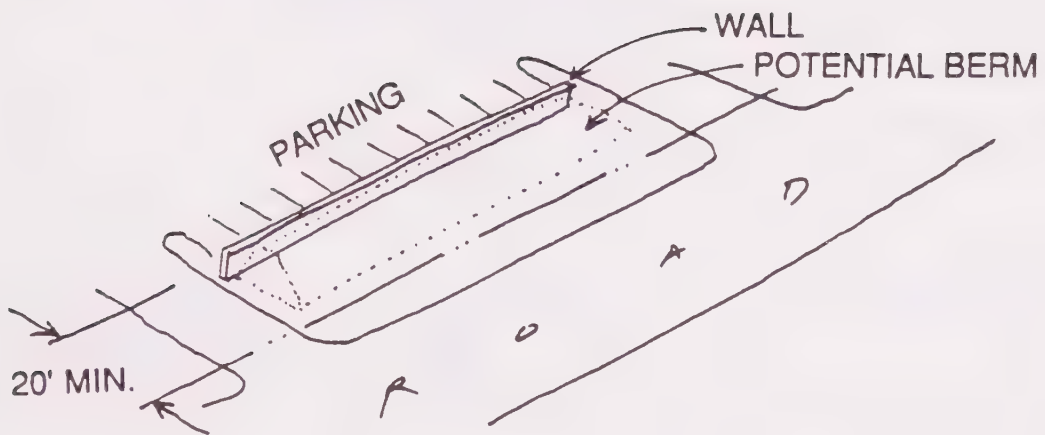
ENCLOSURE

NOTE: INTEGRATE WITH BUILDING
DESIGN - SEE CITY'S DESIGN
REVIEW GUIDELINES

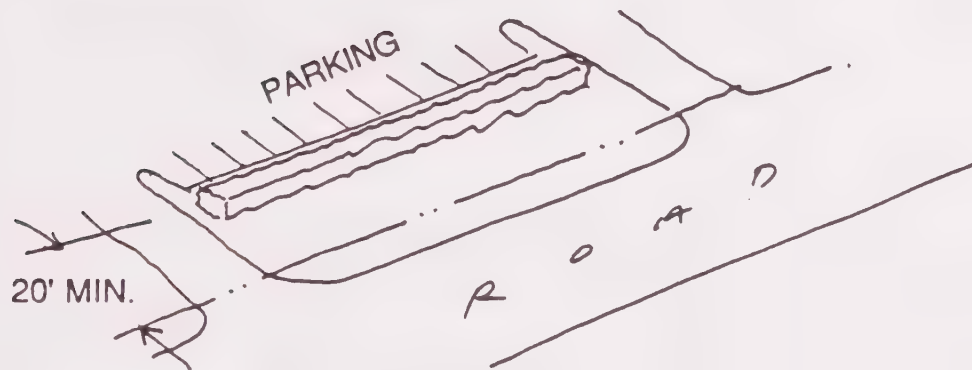


REAR ENCLOSURE

MECHANICAL EQUIPMENT SCREENING

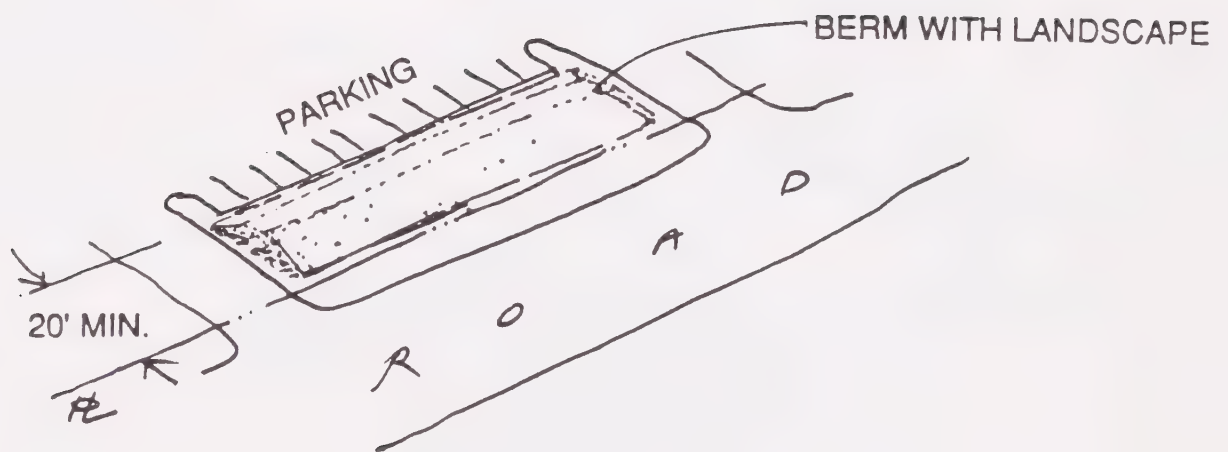


WALL SCREEN - 3' MAXIMUM



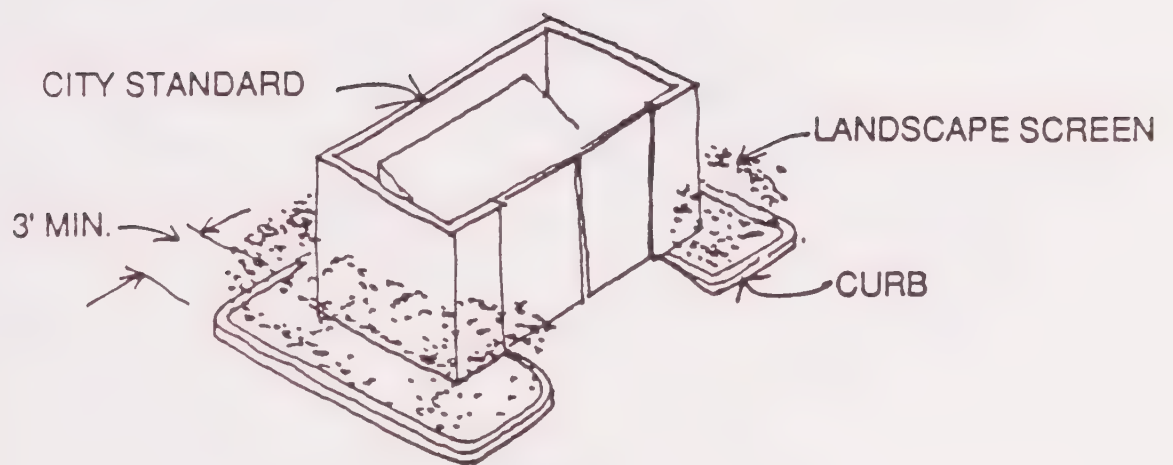
LANDSCAPE SCREEN

PARKING LOT SCREEN

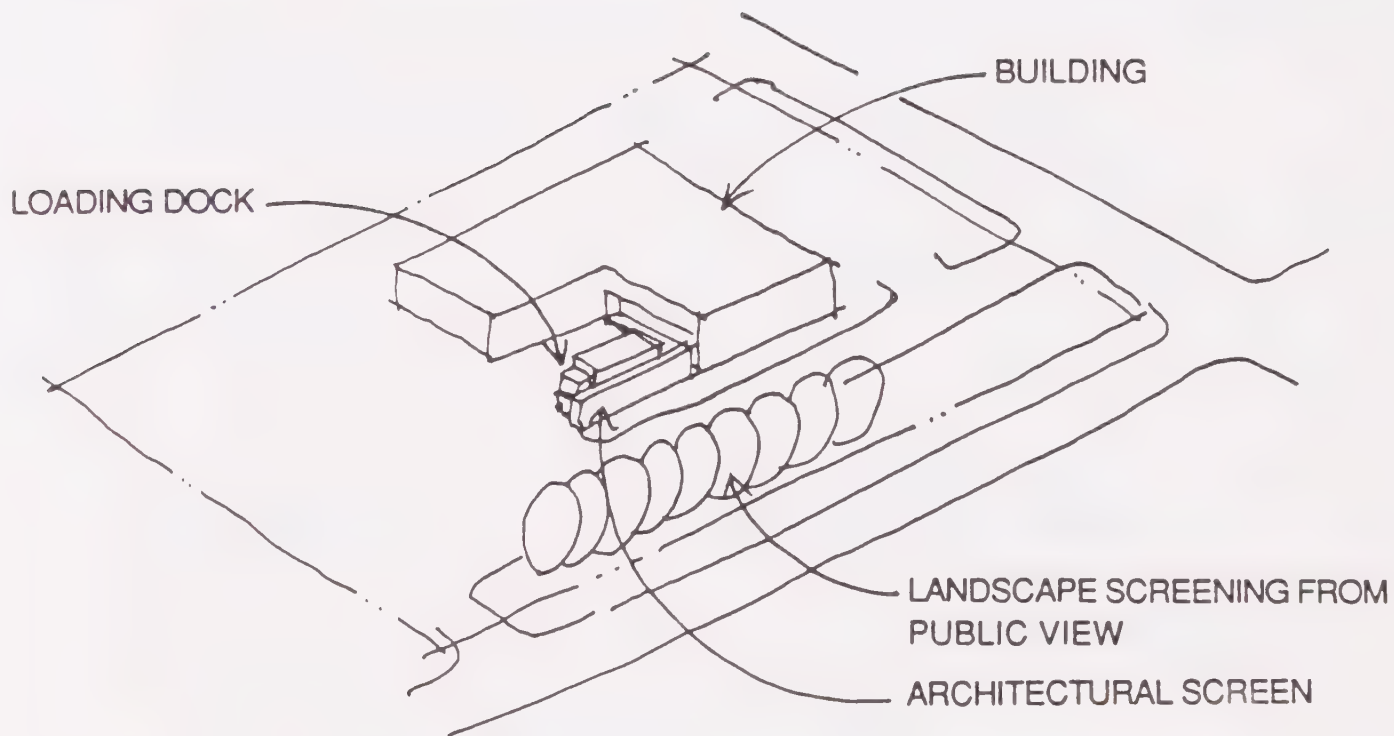


LANDSCAPE BERM SCREEN - 3' MINIMUM

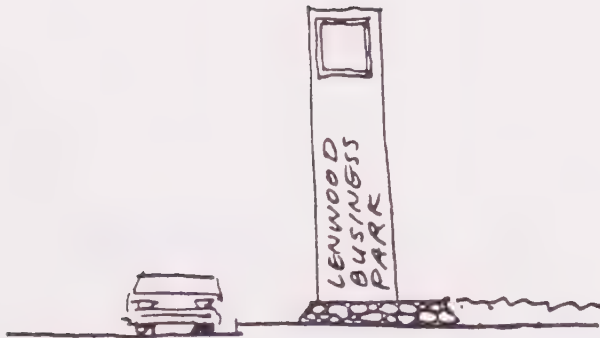
PARKING LOT SCREEN



TRASH ENCLOSURE



LOADING AREA SCREEN



-NATIVE STONE BASE

BUSINESS PARK SIGN



-NATIVE STONE BASE

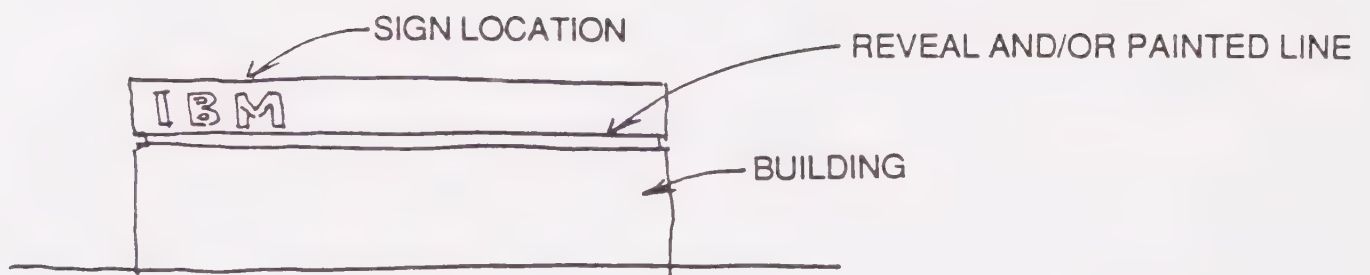
PROJECT SIGN



-NATIVE STONE BASE

DIRECTIONAL SIGN

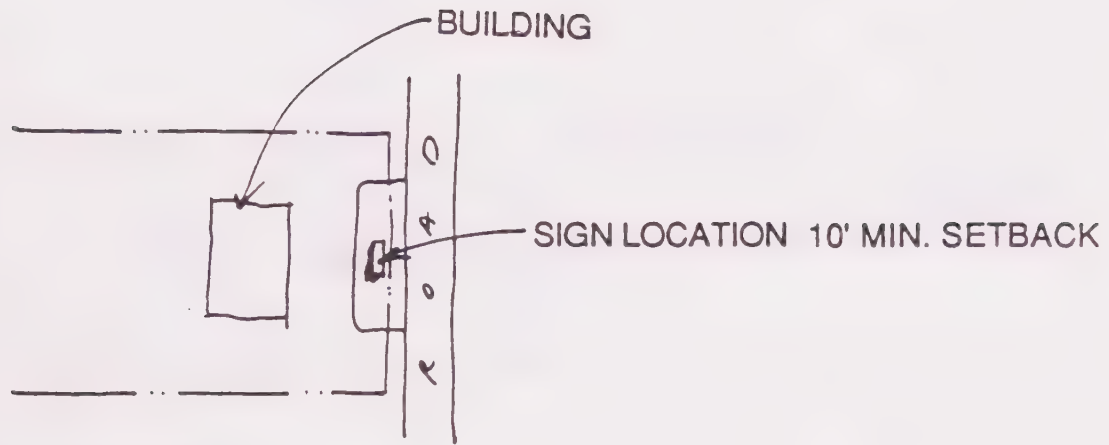
SIGNAGE



BUILDING SIGNAGE



BUILDING SIGNAGE

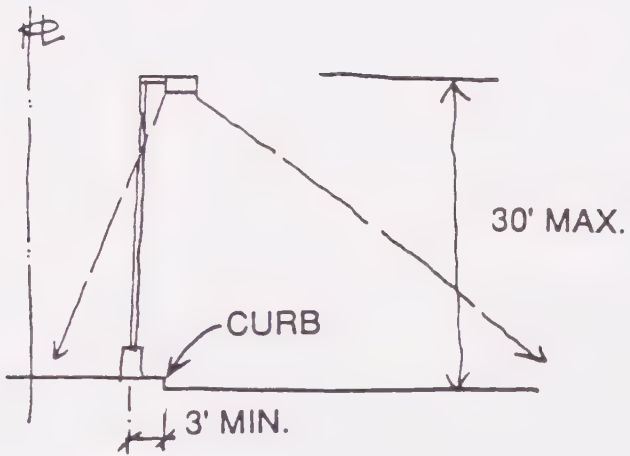


TYPICAL LOT

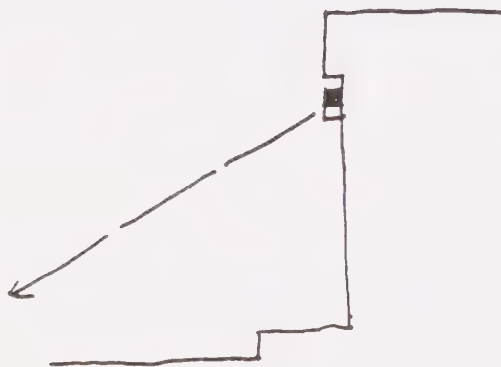


CORNER LOT

SIGN LOCATION ON LOT



PARKING LOT LIGHT



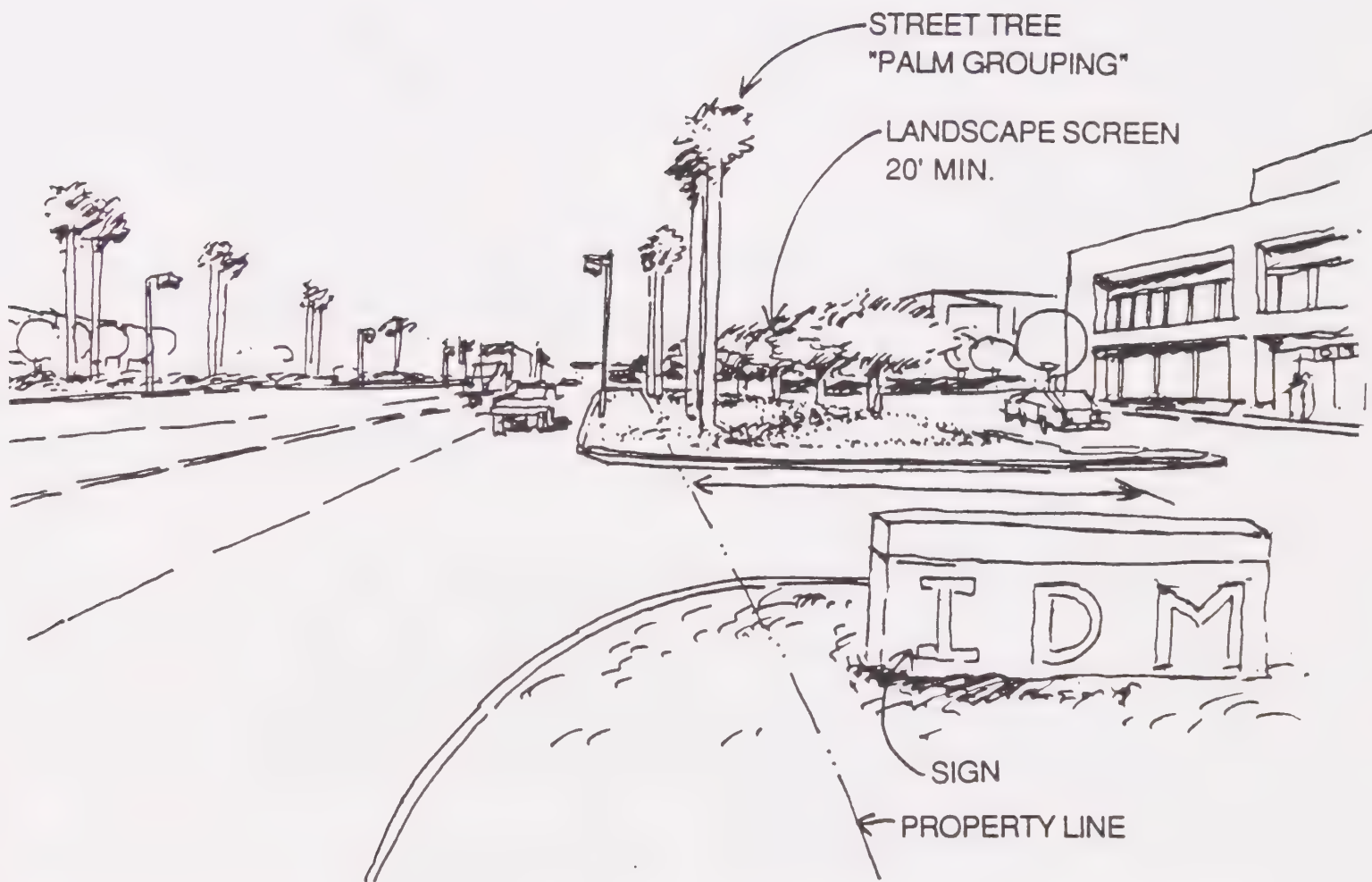
SECURITY LIGHTING

FIXTURE SHALL BE
INTEGRAL WITH ARCHITECTURE

SITE LIGHTING



BUS STOP PULL-OUT AND SHELTER



**TYPICAL SIGN LOCATION FOR
ARTERIAL - LENWOOD ROAD**

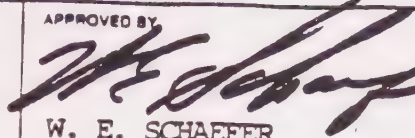
policy & procedure

NO. P82-9
REVISED

TITLE Planting of Transportation
Facilities

MAY 19 1987

APPROVED BY



DATE
ISSUED 4-30-87

CITY OF BAKERSFIELD
COMMUNITY DEVELOPMENT

W. E. SCHAEFER

PAGE 1 OF 6

SUBJECT AREA

Standard Highway Planting, Rehabilitation
Planting, Vegetation Conservation

ISSUING UNIT

Div. of Project Development
Office of Landscape Architecture

SUPERSEDES

P82-9, 10-1-82

DISTRIBUTION Divisions & Districts through
Branch Chiefs; all Landscape Architects

I. BACKGROUND

Erosion control, functional and landscape planting of State highways and other transportation facilities have been an integral part of highway development for over 90 years and continue to be an essential part of the transportation program today.

Periodically it is appropriate for the Department to redefine its responsibilities and that of others for planting, especially under today's cooperative funding conditions.

II. DEFINITIONS

- A. Erosion control planting means vegetation, such as grasses and wild flowers, and other materials, such as straw, fiber, jute mesh, rock blanket, etc., used to stabilize areas disturbed by grading operations.
- B. Functional planting means vegetation in addition to erosion control, such as vines, shrubs and trees and related irrigation systems, for traffic safety improvement such as light glare reduction, fire hazard reduction, and traffic noise attenuation or other purposes.
- C. Landscape planting means planting for aesthetic purposes using plants that are appropriate for local environmental conditions and related irrigation systems; and the use of inert materials.
- D. Standard highway planting means that level of functional and/or landscape planting required to make the right of way compatible with the surrounding environment up to a maximum of \$16,000 per acre (January 1987 base).
- E. Replacement planting means standard highway planting, more if legally required, to replace planting installed by Caltrans or others that is damaged or removed during highway construction projects.
- F. Rehabilitation planting means restoring plants and irrigation systems that have deteriorated to save maintenance expenditures, correcting safety deficiencies, reducing water consumption or utilizing reclaimed water.

- G. Revegetation planting means indigenous plants to replace natural vegetation damaged or removed during construction projects.
- H. Legally required planting means planting projects contained in the 1980 State Transportation Improvement Program (STIP); planting called for in written agreements or memoranda of understanding between the State and another governmental agency; or mitigation of impacts required in an environmental document or by court order.

III. POLICY

A. GENERAL

Planting by the Department will not exceed standard highway planting unless there is a legal requirement to do more. A continuing program for warranted planting will be pursued through the STIP process in keeping with funding priorities.

B. CRITERIA

1. Conditions which warrant planting by the State.

Conventional Highway- Planting is to be limited to revegetation, erosion control and/or other functional purpose unless provided and maintained by others.

Controlled Access Highway- In addition to necessary revegetation and erosion control planting, standard highway planting will be provided on new highway projects where adjacent properties are developed and on existing highways where adjacent properties have been developed on or before June 30, 1987. If the adjacent area develops after June 30, 1987, the provision of planting on an existing highway will be the responsibility of others.

2. Planting by others.

Planting by others on Caltrans right of way is allowed through the encroachment permit process, State administered contract funded partially or totally by others, or by leasing the area to be planted to the abutting property owner, and is to be guided by a Master Planting Plan furnished by the Department and consideration of agreements and/or commitments based on previous Caltrans' policy.

Standard highway planting may be provided by others, including either governments or private developers or both, independently or jointly with the State, when standard highway planting is warranted as described in "Controlled Access Highway" above. Plant establishment, a water source and water free of charge to the State will be required as described under Participation by Others.

Standard highway planting may be provided by others where it is not warranted by the State. Here, plant establishment, maintenance, a water source and water free of charge to the State will be required for a 20-year life cycle.

Planting in addition to standard highway planting that is approved by the Chief, Office of Landscape Architecture, may be permitted if others finance and maintain it for a 20-year life cycle including a water source and water.

3. Selecting a type of planting.

Erosion control planting is to be provided on new construction, reconstruction or wherever required to protect the transportation facility and to meet water quality discharge requirements.

Revegetation planting is to be provided on new construction, reconstruction or where necessary to restore the natural environment.

Functional planting is to be cost effective in comparison to other solutions considering a 20-year life cycle.

Landscape planting is to be used when legally required or there is strong justification to make the right of way visually compatible with adjacent properties, e.g., residential, commercial, recreational, industrial and other urban developments.

Replacement planting is to be under contract within two years after completion of the construction which damaged or removed the existing planting.

Rehabilitation planting is to be considered wherever the cost of rehabilitation, excluding the correction of safety deficiencies, can be recovered through maintenance savings within 12 years.

C. CONSERVATION

Trees and other vegetation, such as specimen plants, erosion control plantings, native vegetation, historical plantings, scenic resources and aesthetic plantings are to be preserved and maintained through careful planning, design, construction and vegetation management practices.

D. PLANT ESTABLISHMENT

Normally, new standard highway planting will be established for a total of four years. One year is to be included in the planting contract, followed by a second contract for the remaining establishment work. When the planting is replacement of or a minor addition to existing planting being maintained by State forces and maintenance resources are available, the District may specify a shorter establishment period.

E. MAINTENANCE

Maintenance of warranted standard highway planting and legally required planting is a state responsibility. Maintenance of additional planting shall be the responsibility of others.

Only one party is to be responsible for actual maintenance work at any one location. Normally, when both the State and another entity have maintenance responsibilities within the same project limits, a solution is to be negotiated resulting in expenditures of State's funds and Person Years no greater than the Department would expend for its portion of the responsibility. When planting is funded by others and the most efficient and economical option is to use state forces, the additional state cost is to be paid for by the other entity.

F. PARTICIPATION BY OTHERS

In applying the provisions of this section, the Department will consider its previous agreements and the commitments made by other agencies that were based on Department policies, written or expressed, prior to the effective date of this directive.

1. Caltrans Highway Projects

The priority of a planting project normally funded by the Department will be improved if partial or total funding is provided by others as determined by current priority procedures. A local entity may fund a project to enable its construction before the funding priority is reached.

Also, others may be authorized to install planting on a State highway where there is no adjacent development (unprioritized project), provided they assume all project work or costs including irrigation water and maintenance for a 20-year life cycle.

2. Projects Funded By Others Which Require Planting

The other entity will provide replacement planting if the right of way is currently planted. The level of planting on controlled access highways is to be at least standard highway planting. Replacement planting is to be established for a period determined by the District when the amount of planting is the same or is less than that which is damaged or removed and Caltrans was responsible for the maintenance before. When the planting is more than what existed, it is to be established and water provided for four years.

The other entity may install planting as provided in these policies where it is in addition to standard highway planting or that which is being replaced, and/or where the right of way of the highway is unplanted.

3. Agreements/Permits

A Cooperative Agreement with another governmental agency is the preferred method for handling participation. If a developer or other private source is providing the funds, the State may issue a permit to the city, county or other governmental agency involved, authorizing it to enter into an agreement(s) with the private sector to do planting work permitted in these policies.

The agency, by applying for the permit, will be held responsible for the planting/irrigation system, plant establishment, maintenance and water if the developer or other private source fails to meet the permit requirements. However, the agency has the option to cause the planting/irrigation system to be removed and/or the right of way restored to Caltrans' approval at no cost to the Department in lieu of continuing establishment or maintenance, or providing water. The permit shall spell out how long the agency has to take such action.

When a developer or other private source is providing the funds and desires a permit directly from the Department, a permit may be issued provided the permittee secures a water source and pays a fee assessment to the State at the time the planting work is started. The fee will be determined as follows:

- o for standard highway planting, an amount equal to the cost of plant establishment including water.
- o for planting over and above standard highway planting and/or where adjacent property develops after June 30, 1987, an amount equal to the cost of plant establishment, maintenance and water for a 20-year life cycle.

Also, a performance bond will be required to assure that the installation, establishment, maintenance and any necessary restoration done by others meets Caltrans' standards. The amount of the bond will be reduced as various approvals are made.

The State will replace planting provided by others, regardless of the level, when damaged or destroyed by a State highway construction project.

G. ROADSIDE VEGETATION MANAGEMENT PROGRAM

A statewide roadside vegetation management program is to be established immediately. The intent of the program is to bring together environmental, design and maintenance concepts and objectives and to capitalize on existing resources in managing the roadside.

IV. IMPLEMENTATION

- A. During 1987, the Department will develop a list of projects that qualify for planting and keep it up to date. Districts are to immediately inventory those portions of existing controlled access highways where planting is not in the current STIP which qualify for planting, i.e., those segments where adjacent properties were developed as residential, recreational, commercial, industrial or institutional areas as of June 30, 1987. All projects estimated to cost more than \$35,000 are to be included.
- B. Before the list is prioritized, it is to be provided to each city, county and regional transportation agency involved for comment. The list is then to be finalized using the current process for prioritizing projects. It is intended to propose programming a portion of these candidate projects each year until the backlog is eliminated.
- C. The Offices of Landscape Architecture and Highway Maintenance will continue to cooperate in developing a coordinated roadside vegetation management effort encompassing Master Planting Plans, contributions from others, rehabilitation of existing landscaping, roadside management practices and cost effective techniques for improving the appearance of unplanted freeways.

V. PROCEDURES

Specific procedures for local participation, programming, project reports, design, and maintenance are outlined in Attachment A and the following departmental manuals and directives:

- Capital Projects Priority Process Manual
- Project Development Procedures Manual
- Environmental Handbook
- Cooperative Agreement Manual and P86-1
- Highway Design Manual
- Encroachment Permits Manual
- Construction Manual
- Maintenance Manual

VI. ATTACHMENT

Attachment A (3 pages)

PLANTING OF TRANSPORTATION FACILITIES

PROJECT REPORTS AND DESIGN

The District Landscape Architect (DLA) will furnish a Master Planting Plan for a freeway through a city or other jurisdictional limit where planting by others is proposed. The DLA may have this Master Plan prepared by a consultant or other entity. The plan should consist of drawings, charts and narrative necessary to guide all future planting activities, including general concepts sufficient to determine types and levels of planting and maintenance responsibilities.

The plan is to be prepared in cooperation with local interests and is to be reviewed and approved by the Landscape Coordinator for the Chief, Office of Landscape Architecture, before it is approved by the DLA. It should be reviewed periodically and kept up to date until the plan has been fulfilled.

Separate project reports are required for planting not identified as part of highway construction projects. When any planting is legally required to be a part of a highway construction project, the planting is to be identified and discussed in the highway construction project report. The Chief, Office of Landscape Architecture, may require a separate report for planting estimated to cost more than \$250,000.

The DLA will review projects which affect existing plantings or native vegetation and make recommendations to the Project Development Team concerning the desirability of preserving existing plants. Scenic value, community and historical significance and replacement cost and feasibility should be considered. The DLA should consult the Maintenance and Environmental Analysis Branches when making this review.

Adjacent properties are considered "developed" when facilities are in place or when properties have approved construction permits. This does not include parks and open spaces unless they are part of urban developments, e.g., residential, commercial, recreational and industrial.

The limits of a planting need not necessarily coincide with the limits of developments. Where there is a minor break between developments, it is permissible to plant into or through the break when it is approved by the Chief Landscape Architect. Such planting may be done to achieve continuity with adjacent planting or to accommodate conditions such as the view from the road, terrain, road alignment, traffic control signs, drainage basins, etc.

When calculating gross plantable acreage, exclude paving, drainage facilities and other such areas that are not normally planted.

When others are providing water, meters and all necessary portions of the irrigation system shall be in State or public right of way to assure the Departments' continued water supply.

Where the one-time, up-front water assessment and/or hookup costs exceed \$600 per acre (January 1987 base), a project of five acres or more will be considered only if the additional cost is paid for by others. For projects under five acres, the fee shall be negotiated toward receiving the lowest rate possible. These charges are not to count against the \$16,000 per acre cost of standard highway planting. However, the actual cost of water meters, pumps, filtration devices and similar items, including their installation and electrical hook-up fees, are to be included in the cost of standard highway planting.

Unless there is an exceptional need, e.g., narrow strip requiring a row of plants for screening purposes, the cost of functional planting is to be limited to the maximum allowed for standard highway planting.

In keeping with Departmental policies, design concepts are to consider worker and public safety; water costs and conservation; energy and other resources; and minimize maintenance requirements.

Any new planting is not to obscure legal billboards or on-premise business identification signs.

PROGRAMMING

On facilities provided by Caltrans, planting, except that erosion control, revegetation and minor functional planting which is included with highway construction projects, is to be identified separately in the STIP and installed by separate contract.

Planting included with 100% locally funded highway facilities is not to be identified separately in the STIP; however, 100% locally funded planting that is to be installed by separate contract is to be identified in the STIP.

Projects by others with a total estimated cost of \$250,000 or more are to use special non-permit Design and Inspection EA's. STIP size projects are not permit program (HK5) projects.

When erosion control, revegetation or minor functional planting is to be separated from the highway construction project and accomplished by separate contract, it is to be included in the highway construction estimate in the STIP.

Participation By Others

Local participation in all or part of the costs of a project will improve the priority depending on the amount of participation and the ranking of the project on the priority list according to the instructions in the Capital Projects Priority Process Manual.

For projects in the current STIP, the Department accepts responsibility for design and construction engineering according to P&P 80-2, Revised. For projects that are added to the STIP as a result of improved priority through local participation, the cost of design and construction engineering should be negotiated. Among the considerations during negotiations should be the District's support resources, the effect on securing Federal aid, and the effect the contribution might have on the priority rating.

During negotiations for projects with local participation, Mr. A. J. Phillips memorandum of September 17, 1985 - "Federal Financing of Projects with Contributions - 50% Rule" should be consulted. This memo covers FHWA policy which only allows Federal participation on Federal aid highway projects where the Federal aid share is 50% or more of the total participating portion of the project and outlines how Caltrans applies this rule to the various forms of contribution.

MAINTENANCE

When negotiating maintenance agreements between the State and local entities, options are available which should be explored. Maintenance exchanges as well as maintenance by others, including licensed landscape maintenance contractors and Special Programs People, are to be considered. Any options being explored should be appropriately approved beforehand by the Office of Highway Maintenance to provide uniform application of policy.

ENCROACHMENT PERMITS

The Chief, Office of Landscape Architecture, will immediately develop specific standardized special provisions and permit clauses to guide the preparation of encroachment permits related to planting. Until standards are available, the District Landscape Architect is to review these permits and consult with the Landscape/Standards Coordinator in the Office of Landscape Architecture for statewide uniformity prior to approval. After the standards are in place, exceptions and/or unusual conditions are to be reviewed by the Landscape/Standards Coordinator.

ORDINANCE NO. 579

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BARSTOW AMENDING SECTION 19.54.180 OF THE BARSTOW MUNICIPAL CODE RELATING TO SERVICE STATION SIGNS.

The City Council of the City of Barstow does hereby ordain as follows:

SECTION ONE:

Section 19.54.180 of the Barstow Municipal Code is hereby amended to read as follows:

19.54.180 - SIGNS

Each service station shall be allowed the following:

A) One Freestanding Major Identification Sign. Height shall not exceed 25 feet. Area not to exceed 60 square feet. Sign copy shall be limited to the name of the business, logo, or product identification.

B) One Freeway Oriented Sign, if visible from the main travel thoroughway of the freeway (Section 17.08.092). Height shall not exceed 50 feet. Area shall comply with Section 17.20.130(4). Sign copy shall be limited to the name of the business, logo, or product identification.

C) Miscellaneous Signs:

1) One Wall Sign: Area shall not exceed 30% of the building facade to which it is applied. Copy shall be permanently affixed. Wall signs shall not be painted directly on the building.

2) Changeable Copy Signs: Total area shall not exceed 30 square feet. These signs shall be ground-mounted on a permanent base. Overall height shall not exceed five feet above finish grade.

3) Window Sign: Area shall not exceed 25% of the total window area. Window signs shall not be considered changeable copy, as identified in 2) above.

4) Roof Signs shall not be permitted, unless the Planning Commission finds:

(a) That no other sign configuration can reasonably serve the needs of the business, and

(b) That any roof signs shall be architecturally integrated with the building.

5) Informational Signs. Signs commonly associated with information (non-advertising) necessary or convenient for service station customers, including, but not limited to: No Smoking, height clearances, full serve, self-serve, etc. Such signs may be located on the fuel pumps, pump support islands, under the canopy, or on the face of an eave (provided they do not project above or below the eave line).

D) Computation of Sign Area: In computing area of sign background, only that face or faces which can be seen from any one direction at one time shall be counted, provided both faces are parallel and not separated by more than twenty-four inches.

All signs shall conform to the provisions included in this Section and to Title 17.

SECTION TWO:

This ordinance shall take effect thirty (30) days after its adoption. At least five days prior to its adoption and within fifteen days following its adoption, the City clerk of the City of Barstow shall cause a summary of the ordinance to be published in the Desert Dispatch, a newspaper of general circulation, printed, published and circulated in the City of Barstow, together with the names of Councilmembers voting for and against the same.

PASSED, APPROVED, AND ADOPTED THIS 16th DAY OF February, 1988.


Mayor

ATTEST:


City Clerk

I, A. Kay Vinson, City Clerk of the City of Barstow and ex-officio Clerk of the City Council Do Hereby Certify under penalty of perjury that the foregoing is a true and correct copy of said Ordinance which was introduced at a regular meeting of the City Council held February 1, 1988 and finally adopted at a regular meeting of the City Council held February 16, 1988 by the following vote:

AYES: Warren, Pope, Wessel, Hora and Keller

NOES: None

ABSTAIN: None

ABSENT: None

A. Kay Vinson
City Clerk

ORDINANCE NO. 580

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BARSTOW CHANGING THE ABATEMENT SCHEDULE FOR NONCONFORMING SERVICE STATION SITES.

SECTION ONE:

The City Council of the City of Barstow does hereby ordain as follows:

Section 19.54.220 of the Barstow Municipal Code is hereby amended to read as follows:

19.54.220 - NonConforming Service Station Sites

Existing service station sites made nonconforming as a result of this chapter shall be made to conform when the service station is remodeled, or improvements are made to existing structures, whose aggregate construction costs exceed \$5,000.

SECTION TWO:

This ordinance shall take effect thirty (30) days after its adoption. At least five days prior to its adoption and within fifteen days following its adoption, the City clerk of the City of Barstow shall cause a summary of the ordinance to be published in the Desert Dispatch, a newspaper of general circulation, printed, published and circulated in the City of Barstow, together with the names of Councilmembers voting for and against the same.

PASSED, APPROVED, AND ADOPTED THIS 16th DAY OF February, 1988.

Bernard W. Keller
Mayor

ATTEST:

A. Kay Vinson
City Clerk

I, A. Kay Vinson, City Clerk of the City of Barstow and ex-officio Clerk of the City Council Do Hereby Certify under penalty of perjury that the foregoing is a true and correct copy of said Ordinance which was introduced at a regular meeting of the City Council held February 1, 1988 and finally adopted at a regular meeting of the City Council held February 16, 1988 by the following vote:

AYES: Warren, Pope, Wessel, Hora and Keller

NOES: None

ABSTAIN: None

ABSENT: None

A. Kay Vinsien
City Clerk

The City of
BARSTOW
California

JUN 8 1988

COTTON-BELAND

June 3, 1988

Re: LENWOOD SPECIFIC PLAN

Attached is a draft copy of a Specific Plan for 2,200 +/- acres within the Lenwood area of the City of Barstow. This plan was prepared by the firm of Cotton-Beland Associates of Pasadena.

We appreciate your review of this project and respectfully request that any comments from your agency be submitted by June 22, 1988.

The purpose of the Lenwood Specific Plan is to propose land use patterns, establish general design guidelines and analyze the infrastructure necessary for future development to occur. The area covered by the Plan is essentially the same area covered by PID #83-1, which was the sewer assessment district for the Lenwood area.

If we can be of assistance to you in reviewing the plan, or provide additional information, please contact me at your convenience. I will submit all comments received to our consultants for their review.

Sincerely,



Paul Warner
City Planner

/j

✓ cc: Paul Secord, Cotton-Beland Associates

M E M O

TO: PLANNING COMMISSION
FROM: PLANNING DEPARTMENT
SUBJECT: LENWOOD SPECIFIC PLAN
DATE: JUNE 22, 1988

The current draft of the Lenwood Specific Plan was distributed to the Commission on June 3, 1988. It was also referred to all affected agencies and utilities for their review.

There have been two previous public workshops with the property owners (November 5 and December 29, 1987) and one discussion session with the Planning Commission (February 22, 1988). Questions and issues raised during these previous meetings are summarized in the Appendix of the Plan.

Paul Secord of the firm of Cotton-Beland Associates will be at the Study Session to explain the plan and answer questions.

BARSTOW PARK and RECREATION DISTRICT

RECEIVED

JUN 27 1988

CITY OF BARSTOW
COMMUNITY DEVELOPMENT

June 27, 1988

**SUPERVISOR
FIRST DISTRICT**

JOHN JOYNER

ADVISORY COMMISSION

TED BACA

LORA HARPER

LAURA LOVATO

MORGAN RAY

KEN ZIEMER

DIRECTOR

DAVID B. MESERVE

ADMIN. ASSISTANT

PAUL HILEMAN

RECREATION SUPT.

SHIRLEY GRAY

INDOOR POOL MGR.

ELAINE BRADEN

ADMIN. SECRETARY

MARY ANN SERAFIN

Mr. Paul Warner
City Planner
City of Barstow
220 E. Mountain View St.
Barstow, CA 92311

Dear Mr. Warner,


Thank you for allowing this commission the opportunity to comment on the proposed specific plan for the Lenwood area.

This commission supports the plan as proposed and would be supportive of recreational development in the area as defined in the plan. We are especially sensitive to planning for corridors for transitional movement by equestrian and/or OHV use as well as the possible development of equestrian related facilities.

We also encourage the development of any commercial recreational opportunities that would be to the betterment of lifestyle for the community. We also commend you for the high standards and requirements for the aesthetic requirements within the plan as this plays a very important role in portraying a positive image of the Barstow area, especially considering that this area is a major "gateway" and, as such, provides a significant first impression to visitors.

Please feel free to contact Dave Meserve if you have further questions.

Thank you,



Ken Ziemer, Chairman
BPRD Advisory Commission

A COUNTY OF SAN BERNARDINO SPECIAL DISTRICT

570 BARSTOW ROAD

BARSTOW, CALIFORNIA 92311

(619) 256-5661

A-37





RECEIVED

JUN 23 1988

CITY OF BARSTOW
COMMUNITY DEVELOPMENT

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Barstow Resource Area
150 Coolwater Lane
Barstow, CA 92311
(619) 256-3591



IN REPLY REFER TO:

1600
8340-B1
(CA-068.20)

JUN 23 1988

Paul Warner
City Planning
220 East Mountain View Street
Barstow, Ca 92311-9981

Dear Mr. Warner:

This letter is in response to your June 3, 1988 request to review and comment on the draft Lenwood Specific Plan. Our review has identified two areas of potential conflict. One, which may not be obvious, is that desert tortoise is present in the plan area and recent experience has shown that the California Department of Fish and Game is very concerned about loss of tortoise habitat. Recently they have been requiring compensation for loss of habitat through development. Compensation has been in the form of the developer being required to purchase for the Fish and Game comparable habitat, usually 3 to 5 times the acreage lost.

The other area of concern we have is with the compatibility of the Lenwood development east of I-15 and the Stoddard Valley OHV Open Area it abuts. Our review resulted in a lot of unanswered questions, in particular relative to access, boundary control and general development. I hope that in the long-term management of the OHV and development of the Lenwood area east of I-15 can proceed in harmony.

At this point I believe the best approach is for you to meet with Tim Read, Recreation Branch Chief, of my staff to discuss our long-term plans for Stoddard Valley and ways to strive for compatibility with the development of Lenwood. Just for thought our initial reactions are to require fencing between development and public lands and to limit access between public and private land.

Thank you for the opportunity to review the Lenwood Specific Plan. Tim Read may be reached at the above telephone number.

Sincerely,

AUTING

Alden Sievers
Area Manager

ADMINISTRATIVE ADDENDUM

TO: ALL PROJECTS WITHIN THE LENWOOD SPECIFIC PLAN

DATE: JANUARY 1, 1990

SUBJECT: MINOR MODIFICATION TO LENWOOD SPECIFIC PLAN

Pursuant to Section 4.3 of the Lenwood Specific Plan ("Minor Modifications not affecting the intensity of land use or circulation may be approved by the City Manager or Designee"). This addendum shall modify Section 2.2.1 - Street Standards and Policies / Arterials (Ref.: 4th policy, page 17- Lenwood Specific Plan) to read as follows: Effective January 1, 1990, five (5) foot wide monolithic sidewalks shall be installed along all public streets within the Lenwood Specific Plan project area boundaries.

U.C. BERKELEY LIBRARIES



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